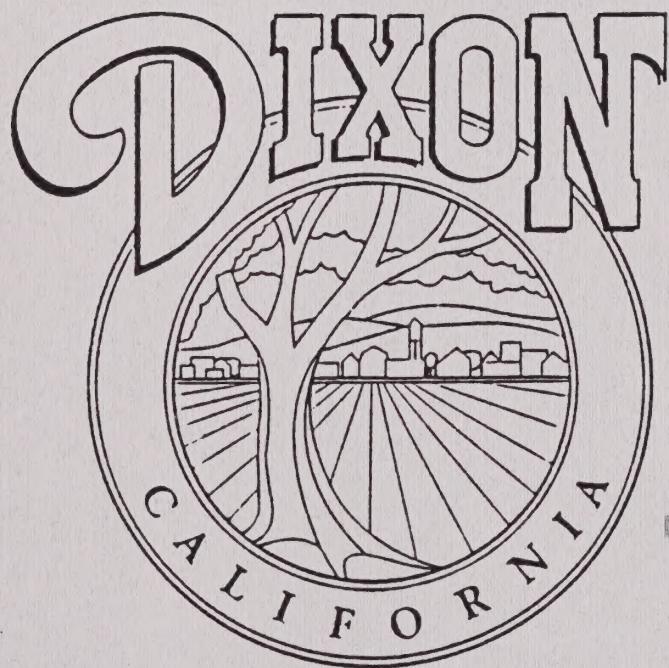


# DIXON 1993 GENERAL PLAN



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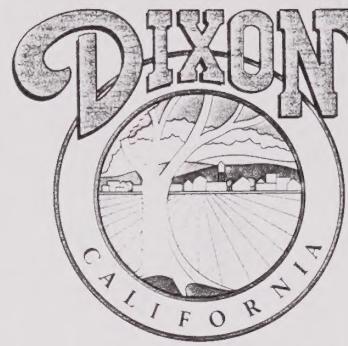
APR 21 1994

UNIVERSITY OF CALIFORNIA

Adopted by City Council Resolution No. 93-123  
December 14, 1993

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April 5, 1994

TO: INTERESTED PARTIES  
FROM: COMMUNITY DEVELOPMENT DEPARTMENT  
SUBJECT: ADOPTED GENERAL PLAN

Enclosed is the 1993 Dixon General Plan which was adopted by the Dixon City Council on December 14, 1993. This document is the product of nearly three years of work by the City Council, Planning Commission, General Plan Steering Committee, City Staff, and several other citizens, landowners, and interested parties who provided input during the General Plan Update Program. It is designed to provide a comprehensive land use plan for the City, as well as to help strengthen the City's ability to guide development and implement recognized community objectives. The General Plan is intended to provide policy direction to those involved in the development process, addressing a range of issues associated with Dixon's development including physical, economic, and social concerns. It has been developed using a time horizon of approximately 20 years.

Additional copies of the 1993 General Plan, the Environmental Assessment document, and the Environmental Assessment Responses to Comments document are available at the Dixon City Hall.

**City of Dixon**

600 East A Street • Dixon, California 95620 • (916) 678-7000

# DIXON 1993 GENERAL PLAN

A Comprehensive Update of the  
1987 Dixon General Plan

City of Dixon, California

Adopted by City Council Resolution #93-123  
December 14, 1993

Prepared with the assistance of

**DUNCAN & JONES**  
Urban & Environmental Planning Consultants

in affiliation with

J. Daniel Takacs, P.E.  
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1991-1993**

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## I. INTRODUCTION

The Dixon General Plan Program is designed to provide a comprehensive land use plan for the City of Dixon to replace the Dixon General Plan which was adopted in 1987. The goal of this program is to help strengthen the City's ability to guide development and implement recognized community objectives. The emphasis is on identifying practical goals, realistic policies and feasible, cost-effective programs which the City intends to follow and support in implementing the General Plan.

This General Plan is the ninth report produced for the General Plan Program for the City of Dixon. Prior reports prepared for review in this program have included:

- Work Program, Schedule of Activities, and Guidelines
- Issues and Policy Choices
- Alternative Scenarios
- Preliminary Draft General Plan
- Hearing Draft General Plan
- Environmental Assessment
- Environmental Assessment (Responses to Comments)
- Final Draft General Plan

The first report described the purpose of the General Plan Program, identified the roles of the participants and outlined the schedule leading to the adoption of the General Plan. The second report was designed to assist participants in defining the policy directions for the development of the Hearing Draft General Plan. The third report presented a series of maps and projections for a number of General Plan alternatives, which contributed to the development of the Hearing Draft General Plan. The Preliminary Draft General Plan provided the basis for additional modifications which resulted in the Hearing Draft General Plan. This General Plan document incorporates changes and revisions resulting from testimony received during the public review process and public hearings before the City Council and Planning Commission, and was adopted by the Dixon City Council on December 14, 1993 by Resolution No. 93-123. The Planning Commission approved certification of the Environmental Assessment and adoption of the General Plan with some recommended text revisions on December 8, 1993. Documents relating to the adoption of the General Plan are included in **Appendix A** of this report.

During the development of the General Plan, the General Plan Steering Committee (GPSC) met frequently to discuss General Plan issues and to provide input for the documents prepared as part of the General Plan Program. GPSC members provided a wide range of viewpoints regarding the goals and policies to be included in the Dixon General Plan. This report, although revised from earlier versions, still represents a consensus plan which reflects the preponderant viewpoints received in the discussions and meetings held to review the alternative scenarios.

### A. WHAT IS A GENERAL PLAN?

The General Plan is designed to provide a basis for rational decision-making regarding long-term development within the City of Dixon. It is a comprehensive document, intended to provide policy direction to those involved in the development process.

This comprehensive General Plan is geographic, in that it covers the entire Dixon Planning Area, addressing land use concerns beyond the city limits. It also addresses a range of issues that are associated with Dixon's development, including physical, economic and social concerns.

The State of California requires each city to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning." The Dixon General Plan is to act as a "constitution" for development, and will provide the basic foundation for all local land use decisions. No subdivision, parcel map or rezoning can be approved unless it is found to be in harmony with an adopted general plan. Public works projects proposed by local government agencies and special districts must be reviewed by the Dixon Planning Commission and the Dixon City Council to determine their conformance with the General Plan.

Not long ago, local general plans were regarded as merely a set of broad policies that had only a distant relationship to actual development decisions. However, the importance of general plans has increased over the past twenty years, and an "adequate" general plan can no longer be simply a vague picture of a city's future. Under current law, the Dixon General Plan must be able to provide concrete direction for community decision-making.

In California, state law makes the general plan the foundation and central feature of the local planning process. Each city and county is required to prepare, adopt and maintain a general plan to govern the physical development of all of the land area under its jurisdiction. The purposes which will be served by the Dixon General Plan include:

- The identification of Dixon's physical development goals and goals relating to environmental, economic and other factors.
- The definition of policies for maintaining or improving the character of existing uses and for guiding the location and nature of future development, in order to ensure that Dixon's goals are achieved.
- The consideration of all aspects of local conditions within the Dixon Planning Area which affect physical development and change, in order to ensure that problems and opportunities are adequately analyzed and addressed within the context of local, regional, statewide and national goals and policies.
- The provision of information to Dixon residents, business people, property owners and other interested persons about the planning and decision-making process of the local government.
- The description of procedures and measures intended to improve the coordination of local government actions affecting the development of Dixon.

Planning and land use regulation in Dixon stem from the two main legal powers granted to cities and counties by the Constitution of the State of California: corporate powers and police powers. Corporate power provides Dixon with the authority to collect revenues (from bonds, fees, taxes and assessments) and to spend these monies to provide services and facilities (such as roads, water and sewerage facilities, parks, etc.). Police power provides Dixon with the authority to regulate citizen behavior (including the use of private property) in order to promote the health, safety, welfare and morals of the public. Land use planning, zoning, subdivision and building regulation all comprise exercises of Dixon's authorized police power.

The Dixon General Plan, in legal and conceptual terms, will guide the exercise of police power through zoning and subdivision regulation, and the exercise of corporate power through the provision of capital facilities and improvements.

The adoption of the Dixon General Plan is a legislative act, and as such, the General Plan's provisions are subject to the initiative and referendum processes.

A general plan is not a static document. Although the Dixon General Plan is intended to guide development within the Dixon Planning Area through the year 2010, it must be reviewed on a regular basis and revised to reflect new information as it becomes available or as the goals of the community change. The requirements of law, as well as the day-to-day decision-making process, demand that the information and projections on which the Dixon General Plan is based be maintained in an up-to-date and currently valid form.

The State of California requires that all general plans include seven mandatory elements:

- The Land Use Element, which designates the distribution and intensity of public and private land uses;
- The Circulation Element, which identifies the location and extent of existing and proposed major transportation routes, terminals and other local public utilities and facilities;
- The Housing Element, which provides a comprehensive assessment of current and projected housing needs and the policies and actions designed to provide adequate housing;
- The Conservation Element, which addresses the conservation, development and use of natural resources;
- The Open Space Element, which provides plans and measures for preserving open space for natural resources, outdoor recreation, agriculture and other managed production, public health and safety;
- The Noise Element, which identifies and evaluates noise problems to provide the basis for land use distribution; and
- The Safety Element, which establishes policies and programs designed to protect the community from the risks associated with seismic, geologic, flood and fire hazards.

Local general plans may also address issues beyond those which are addressed in the seven mandatory elements, and upon adoption, any optional elements become integral parts of the general plan. For example, the General Plan contains the components of an optional Historic Preservation Element. All elements have equal importance, and any conflicts between elements in terms of goals, policies or standards must be resolved within the plan itself. Any programs defined for carrying out the plan must also be consistent with, and follow logically from, the plan's goals and policies.

A general plan "shall consist of a statement of development policies and shall include a diagram or diagrams and text" (Government Code Section 65302). The text and diagrams must also be consistent with each other, and data and projections must be uniform and consistent among and

within elements. When a new element is adopted or a part of it is amended, the rest of the plan must be changed to eliminate any inconsistencies which may be created.

## B. GENERAL PLAN MAP AND LAND USE DESIGNATIONS

The General Plan map (as it is finally adopted) will be an important document, since it will represent a clear and graphic expression of the development pattern desired within the Dixon Planning Area, consistent with the text of the General Plan. Land uses shown on the General Plan map (Figure 1) are expressed in terms of four major categories (Residential, Commercial, Industrial and Other), and the map indicates appropriate areas for each of them by type and intensity of use.

The Dixon Planning Area exhibits a number of conditions which make consideration of land use, zoning and environmental factors very important in the preparation of the General Plan. These include:

- A local economy in which agriculture continues to play an important role;
- Large areas of vacant land (most of which is currently in agricultural use) which may be available for future residential, industrial and commercial development; and
- Areas where shallow sheet flooding may occur.

The 1987 Updated General Plan designated sufficient land area for residential uses to accommodate a total population of approximately 18,250 people. Between 1980 and 1990, the population of Dixon grew by approximately 38 percent, from 7,541 to 10,401. Future population growth in the City is anticipated to exceed the rate expected in most other portions of California, and if population growth continues at recent rates, the population of Dixon could place pressures on the land supply currently designated for residential uses in the 1987 Updated General Plan.

A discussion of the characteristics of each of the General Plan land use categories is included in each chapter of this report, under the section describing the map provisions. The land use designations applied on the General Plan map are listed on page 7, below.

The General Plan map indicates by means of an asterisk (\*) those designations in the Northeast, Southwest and South Park Annexation Areas for which specific plan approval would be required. The General Plan map also indicates by means of a star symbol on a black background in locations limited to the west side of I-80 that "Only Highway Commercial use, with annexation to the City, is acceptable new development".

It is important to bear in mind that the General Plan map cannot reflect the quality and character desired in a particular land use category in a specific location except in very general terms. The General Plan map indicates the predominant use of land recommended in each area, and does not preclude minor deviations from the overall pattern. For example, it does not reflect every church, institutional, commercial, single- or multi-family residential use that may exist in areas designated for other uses, nor should it be interpreted as recommending or requiring their removal. Also, the boundaries of areas designated for a particular use should not be viewed as final or inflexible. There is no intention to single out one lot as opposed to another next to it for a specific use.

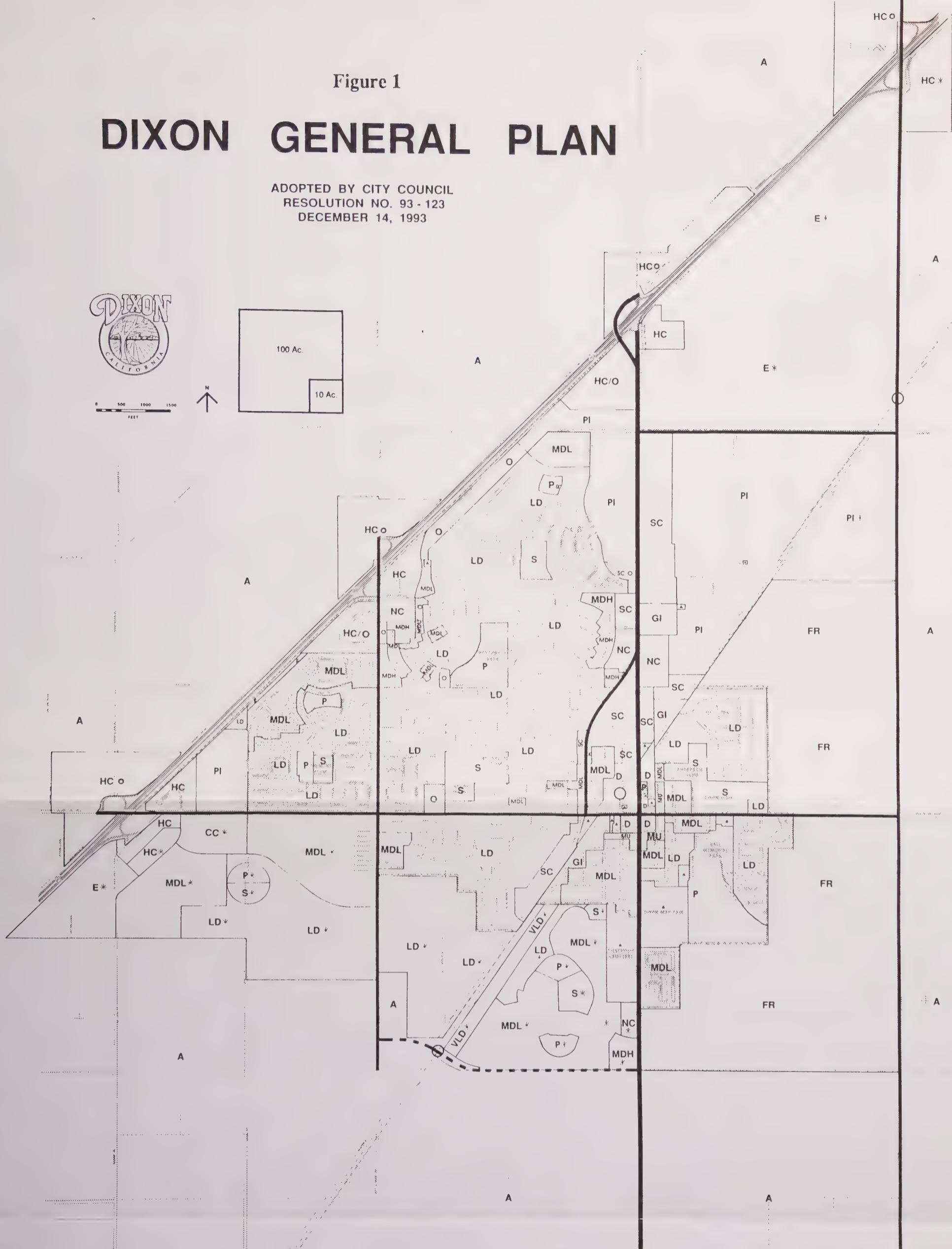
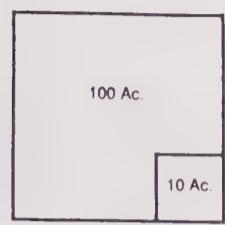
Figure 1

# DIXON GENERAL PLAN

ADOPTED BY CITY COUNCIL  
RESOLUTION NO. 93-123  
DECEMBER 14, 1993



0 500 1000 1500 FEET



## RESIDENTIAL

- VLD** VERY LOW DENSITY (20,000+SQ. FT.)
- LD** LOW DENSITY (7,000-19,999 SQ. FT.)
- MDL** MEDIUM DENSITY - LOW (3,000-6,999 SQ. FT.)
- MDH** MEDIUM DENSITY - HIGH (2,000-2,999 SQ. FT.)
- HD** HIGH DENSITY (FOR SENIORS) (1,500-1,999 SQ. FT.)
- FR** FUTURE RESIDENTIAL (AFTER 2010) (80/20 DENSITY MIX)

## INDUSTRIAL

- PI** PLANNED BUSINESS/INDUSTRIAL
- GI** GENERAL INDUSTRIAL
- E** EMPLOYMENT CENTER

## COMMERCIAL

- D** DOWNTOWN
- NC** NEIGHBORHOOD
- CC** COMMUNITY
- HC** HIGHWAY
- SC** SERVICES
- O** PROFESSIONAL/ADMINISTRATIVE OFFICE
- MU** CORE AREA MIXED USE

● ONLY HIGHWAY COMMERCIAL USE WITH ANNEXATION TO CITY IS ACCEPTABLE NEW DEVELOPMENT

\* SPECIFIC PLAN APPROVAL REQUIRED

## OTHER

- ▲ GOVERNMENTAL/INSTITUTIONAL
- P** PARKS
- S** SCHOOL BUILDINGS/PLAY AREAS
- F** FUNCTIONAL (BUFFERS)
- A** AGRICULTURAL

## CIRCULATION

- FREEWAY
- PRINCIPAL ARTERIAL: EXISTING ALIGNMENT
- MINOR ARTERIAL: EXISTING ALIGNMENT
- - - MINOR ARTERIAL: GENERAL FUTURE ALIGNMENT
- GRADE SEPARATION: (GENERAL LOCATION ONLY)



**RESIDENTIAL** (Net Site Area\* per unit)

Very Low Density (20,000 S.F. [Square Feet] and larger) - VLD

Low Density (7,000-19,999 S.F.) - LD

Medium Density - Low (3,000-6,999 S.F.) - MDL

Medium Density - High (2,000-2,999 S.F.) - MDH

High Density - Seniors (1,500-1,999 S.F.) - HD

Future Residential (80% Single Family/20% Multiple Family) - FR (After 2010)

**COMMERCIAL**

Downtown - D

Neighborhood - NC

Community - CC

Highway - HC

Services - SC

Professional/Administrative Offices - O

Core Area Mixed Use - MU

**INDUSTRIAL**

General Industrial - GI

Planned Business/Industrial - PI

Employment Center - E

**OTHER**

Governmental/Institutional - ▲

Parks - P

School Buildings/Play Areas - S

Functional (Buffers) - F

Agricultural - A

\*The residential designations express density in terms of net site area, or in relation to the square feet of land within the parcel or lot, excluding adjacent public road rights-of-way.

**C. UPDATING AND AMENDING THE GENERAL PLAN**

The General Plan has been developed using a time horizon of approximately twenty years. It is based on analyses and assumptions concerning social, economic and physical conditions which may be subject to change over time. After it is adopted in its final form, the Dixon General Plan should be reviewed annually and, if necessary, updated to reflect new conditions and information.

Once the City of Dixon has adopted a general plan, it may also adopt "area plans" and "specific plans" to address local concerns in additional detail.

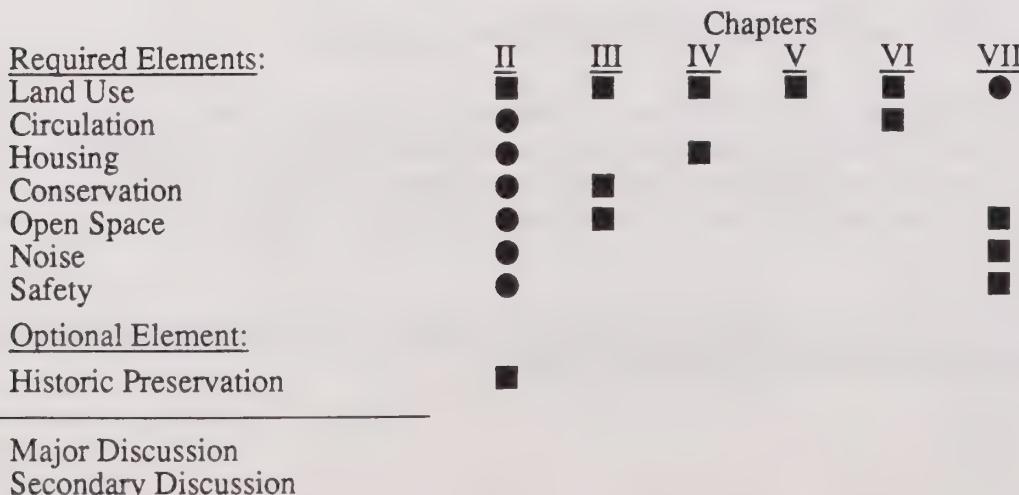
An area plan is a specialized plan that addresses a particular portion of the Dixon Planning Area. Such plans refine the policies of the Dixon General Plan as they apply to a smaller area, and are implemented by local ordinances such as those regulating land use. Area plans are focused planning policy documents that become part of (and must be internally consistent with) the Dixon General Plan.

Unlike an area plan, a specific plan is not an amendment to the Dixon General Plan, but is designed to implement the goals and policies of the General Plan for a specific geographical area. When a specific plan is adopted, it represents a separate document which must be fully consistent with the goals and policies stated in the Dixon General Plan. A specific plan is a hybrid policy statement and/or regulatory tool which places the emphasis on development standards and criteria which supplement those stated in the Dixon General Plan. The text and diagrams of a specific plan must address land use (including open space), infrastructure, standards for development and natural resource conservation, and implementation measures.

#### D. ORGANIZATION OF THIS REPORT

Although the seven mandatory general plan elements and the one optional general plan element are addressed in the General Plan, because they are closely related to one another, they are not addressed separately. Instead, the different aspects of the physical character of development in Dixon are discussed under six general topic headings (Chapter II - Urban Development/Community Design, Chapter III - Natural Environment, Chapter IV - Residential Environment, Chapter V - Economic Development, Chapter VI - Transportation and Circulation, and Chapter VII - Public Services and Facilities) which cover all of the mandatory elements, with the exception of the Housing Element. The "Residential Development" chapter will present information which is fully consistent with the City of Dixon's Housing Element, although the Housing Element will be prepared separately to meet the specialized requirements of state law. **Figure 2**, identifies the location of material relating to each of the seven elements within the text of the General Plan.

**Figure 2**  
**RELATIONSHIP BETWEEN REQUIRED GENERAL PLAN ELEMENTS  
 AND THE GENERAL PLAN**  
 General Plan Program  
 City of Dixon, California



The chapters are organized in a form consistent with the land use categories listed above. Chapter II states the policies relating to the overall urban form and development of Dixon, addressing the issues of urban expansion and the character of existing and future development. Chapter III addresses the issues related to the natural environment. Chapter IV addresses residential development within Dixon. Chapters V and VI address economic development and local transportation and circulation patterns, respectively. Chapter VII addresses the provision of public services within the Dixon Planning Area. Each chapter includes a discussion of the current setting, projections for Dixon or Solano County, an identification of the basic issues to be addressed in the chapter, a brief description of the central goals which have been established to address these issues, a set of policies designed to achieve these goals, a discussion of how these policies are reflected on the General Plan map, and a list of implementation recommendations.

### Goals, Policies and Implementation Recommendations

**A goal** is an ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed. Goals set a direction for Dixon and provide an expression of community values, but goals are not generally quantifiable, time-dependent or suggestive of the future actions required for goal achievement.

**A policy** is a specific statement that guides decision-making. Policies are based on General Plan goals and an analysis of data related to the environmental, social, economic and political conditions in Dixon. Policy statements indicate a clear commitment on the part of the City Council to meet the goals stated in the General Plan, and are designed to be clear and unambiguous.

**Implementation Recommendations** are actions which may be taken to carry out policies established in the General Plan.

Goals are indicated by a "■" within the text of the General Plan. Policies are indicated by a bold-type number reference in the left margin, and implementation recommendations are indicated by a bold-type letter in the left margin. The numbering of policies and the lettering of implementation recommendations is consecutive within each chapter, but not within the report as a whole.

## E. MISSION STATEMENT AND FUNDAMENTAL GOALS

### Mission Statement

The main objective of the Dixon General Plan is to develop a balanced community that will provide residents with a wide range of housing, employment, recreational, shopping and cultural opportunities. This will involve a balancing of traditional values and lifestyles with contemporary, fiscally responsible municipal services, while simultaneously progressing into the next century with stable, economic progress. To do this, it will be necessary to:

- ◆ Retain a sense of community and quality of life by permanent residency in attractive, well-maintained neighborhoods.

- ◆ Provide a healthy economic base by encouraging clean commercial and industrial development compatible with a residential community.
- ◆ Be sensitive to the environment while at the same time providing the necessary infrastructure and public works to serve the City.
- ◆ Operate City government in a fiscally responsible and prudent manner.
- ◆ Provide local government leadership in a manner that is responsive to residential, institutional and corporate constituents and that allows for legitimate differences of opinion while fostering interaction of civic leaders, residents, the business community and City staff.
- ◆ Provide effective, City services for the residents of Dixon.
- ◆ Be responsive to the human service needs of area residents.

Dixon residents value effective service, the worth of the individual, quality, innovation, integrity and a futuristic orientation in decision-making.

### Fundamental Goals

Goals and policies are presented in each section of the General Plan. However, several fundamental goals will guide all future land use decisions in Dixon:

- To maintain Dixon's "small town character".
- To control growth based on the capability of local service networks to adequately support it.
- To provide adequate local services in the most cost-effective manner.
- To balance future residential growth with the creation of jobs in the Dixon area.
- To protect existing agriculturally-related operations from potential land use conflicts.

## II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

### A. SETTING

#### The Dixon Planning Area

Dixon is located on the Interstate 80 corridor, 19 miles west of Sacramento and approximately 67 miles northeast of San Francisco. Several sets of boundaries have been identified as having a direct relationship to future development patterns Dixon:

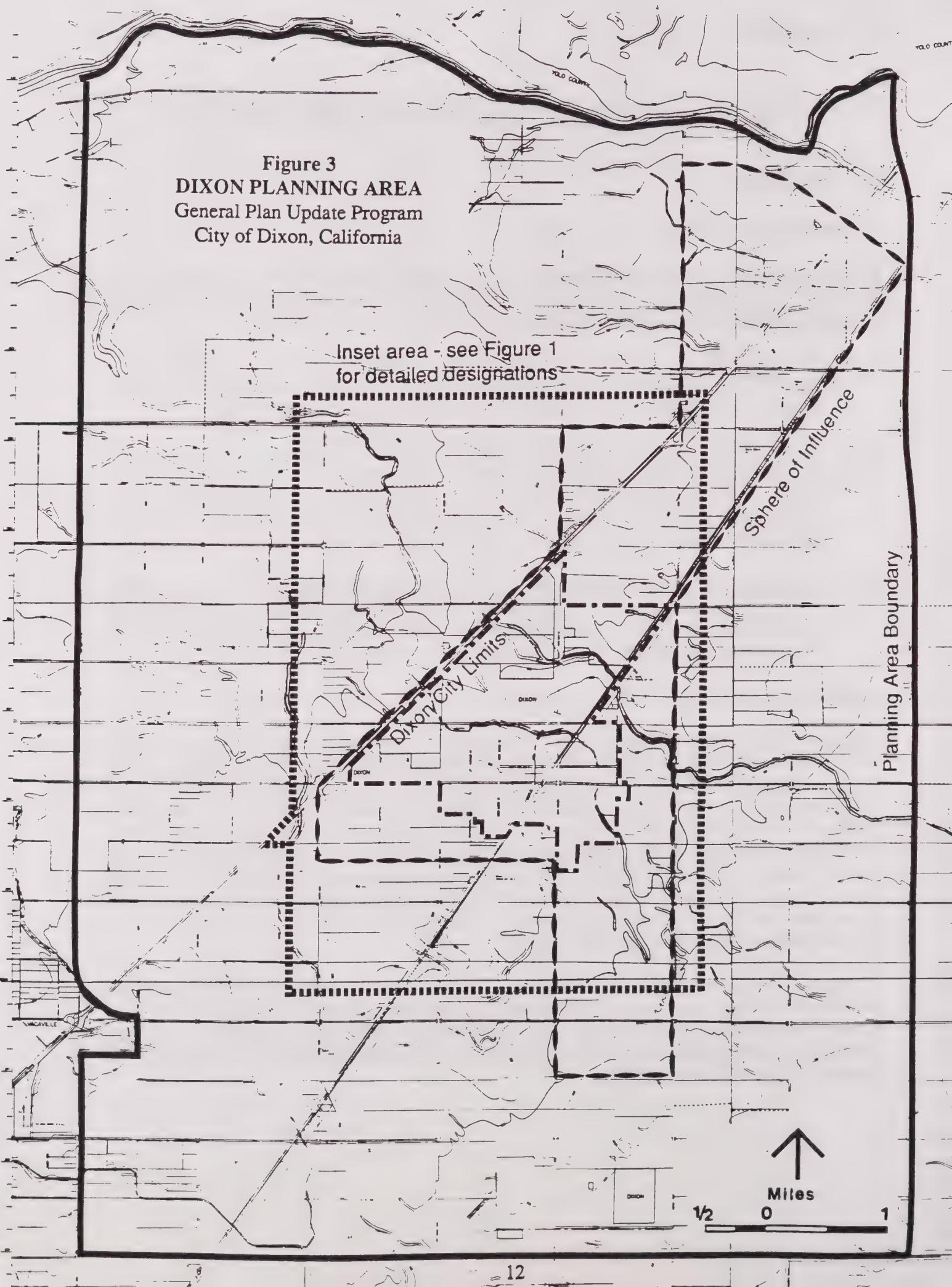
- The Dixon Planning Area: (See Figure 3). This is the portion of eastern Solano County that bears a close relationship to the City of Dixon. Within this area, the City will work closely with Solano County and other jurisdictions on planning determinations.
- The Dixon Sphere of Influence: (See Figure 3) This is the portion of eastern Solano County which encompasses all incorporated and unincorporated territory which is within Dixon's ultimate physical boundaries and service area, as adopted by the Local Area Formation Commission (LAFCO). Urban services and the City limits are expected to ultimately expand to the Sphere of Influence (SOI) boundary.
- The Dixon City Limits: (See Figure 3) This is the area within the legal jurisdiction of the City of Dixon. Although the City of Dixon has an interest in the character and timing of development within the boundaries identified above, it has legal jurisdiction only over those areas within the city limits.

#### Historical Background

Indigenous peoples utilized what is now the Dixon area for many years before the first European settlers arrived. In 1840, the Mexican governor of the territory gave four Mexican leagues in an area then known as the Rancho Los Putos (located in the extreme northern portion of what is now Solano County) to William Wolfskill. John Wolfskill was sent to the area to settle the land claim, and arrived on the Solano County side of Rio Los Putos with some cattle. By the 1850s, traffic between San Francisco and Sacramento through what is now the Dixon area had increased as a result of the Gold Rush. Elijah S. Silvey first built a house and corral, and later a general store to serve travelers passing through the area. A blacksmith shop was built in what had come to be known as Silveyville, and in 1856 another store was built in the area. By 1865, there were approximately 150 people living in Silveyville.

In the late 1860s, the town of Silveyville was moved to a new location around the railroad line approximately three miles away, on a ten-acre site donated by Thomas A. Dickson. The town became known as Dixon, and began to grow, supported by farms in the vicinity. In 1883, the commercial district suffered a fire, and nine years later the area experienced a major earthquake which caused considerable damage.

**Figure 3**  
**DIXON PLANNING AREA**  
General Plan Update Program  
City of Dixon, California



## II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

Within the Dixon city limits there are over 40 residential structures which were constructed prior to 1900 (see **Appendix B**). In addition, a number of non-residential structures in Dixon meet National Register of Historic Places criteria, including the following:

<u>Structure</u>	<u>Location</u>
California Mealalfa Company Warehouse	West E and North Jackson Streets
Silveyville Lodge R & A.M. No. 201	165 North First Street
C.D. Schulze Jeweler Building	158 North First Street
Montezuma Lodge No. 172	100 First Street
Dixon Public Library	135 East B Street
Catholic Church	105 South Second Street
Oliviera Signs Building	290 South Jefferson
Dixon United Methodist Church	340 West B Street
Dixon Theater	140 First Street
Barbara's Women's Store Building	120 North First Street

### Population Growth in Dixon

The population of Dixon has increased significantly in recent years, as shown from U.S. Census Bureau estimates:

<u>Year</u>	<u>Population</u>
1940	1,108
1950	1,714
1960	2,970
1970	4,432
1980	7,541
1990	10,401

An estimated 11,824 people were living in an estimated 3,911 housing units in Dixon on January 1, 1993.

### B. PROJECTIONS

The land use pattern outlined in the General Plan is designed to accommodate additional population and employment growth within the Dixon Planning Area through the year 2010. Although the magnitude of future population growth can not be predicted with certainty, the General Plan has been developed on the assumption that the population of Dixon would continue to grow at a rate similar to that experienced since the passage of Measure "B" in 1986.

Under Measure "B", the residential growth to be permitted in the City in a given year is limited to a number of dwelling units equal to three percent or less of the total number of housing units existing in Dixon on December 31 of the previous year (see **Appendix C**). This rate of residential development would result in a total of approximately 6,775 units in the Dixon area by

## II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

2010, or an estimated population of approximately 20,325, based on an average of three persons per household (see **Appendix D**). This level of population growth would represent nearly a doubling in the number of people living in Dixon between 1990 and 2010.

### C. ISSUES

The primary issue related to urban development and community design in Dixon is:

- How to accommodate growth in a manner which will enable Dixon to maintain the small town characteristics which appeal to a large number of residents?

### D. GOALS

The central goals expressed in this chapter are:

- To maintain Dixon's "small town character".
- To protect, preserve and enhance the significant historic features of the Dixon area to the maximum extent feasible.
- To establish historic areas for the restoration of those structures which are of historic, cultural and/or architectural significance.
- To preserve individual structures of historic value.

The policies contained in this chapter and the recommended actions for their implementation further these goals by addressing the location of new development, the pattern of development which is most desirable for Dixon, and the overall future character and appearance of the community.

### E. POLICIES

#### Urban Growth and Development

1. The City shall maintain the "small town character" of Dixon to some extent. However, it is recognized that Dixon is an attractive area to newcomers, and that a larger city could result in increased employment, shopping, cultural and recreational opportunities for Dixon residents by attracting firms and activities which require more market support than can be provided by the current population. The provisions of Measure "B" currently define the upper limits of permissible growth, and while these have general support, voters in the future may act to refine or modify some of their aspects.
2. The City shall actively pursue a balanced community comprising industrial, commercial and residential development.

## II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

3. The City shall ensure that urban development occurs only within the incorporated portion of the Planning Area, and that land proposed for such development will be annexed by the City before final development approval is given. In the unincorporated sections of the Planning Area, beyond the edge of proposed future urbanization, the existing rural character and agricultural uses shall be maintained and preserved at least until the year 2010. The County of Solano should prohibit urban development within the Dixon Planning Area outside the Dixon city limits, unless it is specifically endorsed by the City of Dixon and fully consistent with the provisions of Solano County Proposition "A" and the Solano County General Plan.
4. The City shall ensure that future residential growth takes place in or adjacent to areas where development has already taken place, and that future commercial and industrial growth takes place at strategic locations.
5. The City shall phase development in an orderly, contiguous manner in order to maintain a compact development pattern and to avoid premature investment for the extension of public facilities and services. New urban development shall occur only in areas where municipal services are available and where adequate service capacity exists. In areas where proposed development would require major new facility expansion to ensure the provision of municipal services, adequate service capacity should be in place prior to the approval of the proposed development.
6. The City shall manage growth to the extent that the local service networks can support it.
7. The City shall ensure that new development will pay all of the incremental public and facility costs which it generates.
8. The City shall focus future growth initially in areas already designated as appropriate locations for such growth, in the interests of providing services in the most cost-effective manner.
9. The City shall identify agriculture as an acceptable interim use on land in the unincorporated portions of the Planning Area which have been designated for ultimate development in residential, commercial, industrial or institutional use.
10. The City shall encourage the maintenance of agricultural uses in all undeveloped areas designated for future urban use, especially in the areas designated for future industrial uses.
11. The City shall restrict land uses north and west of Interstate 80 to agricultural use, except as otherwise provided in the General Plan.
12. The City shall encourage agriculture and the preservation of open space between Dixon and Vacaville, and between Dixon and Davis, to maintain community integrity and urban form.

### Historic Preservation, Community Design and Appearance

13. The City shall promote the preservation of historic buildings and other landmarks that give residents a tie with the past.
14. The City shall consider the preservation of the functional character of the Downtown area, which serves as the focal point for community identity and enhances residents' "sense of place" and feeling of historic continuity, whenever changes in land uses are proposed in the Downtown area.
15. The City shall consider the establishment of procedures and criteria to coordinate and encourage historic preservation efforts in Dixon.
16. The City shall encourage the use of federal, state and local funds for the restoration of historic structures.
17. The City shall support federal, state and local legislation which provides incentives for maintaining historic structures.
18. The City shall ensure that entry points to the City are identified by well-maintained entrances indicating civic pride and concern for civic beauty.
19. The City shall actively promote the beautification of Dixon by acquiring easement or development rights for open space, planting street trees and landscaping public rights-of-way.
20. The City shall require the undergrounding of utilities in all new developments when appropriate, and shall encourage the removal of overhead utility lines and poles throughout the city.
21. The City shall strictly regulate signs and billboards in order to minimize their impact on the visual environment.
22. The City shall ensure that all new development which may be built adjacent to Interstate 80 will either present an attractive appearance or not be visible from the freeway at all. To the greatest extent possible, visual separation between developed areas of Dixon and the freeway corridor will be maintained by vegetation, landscaping, berms and devices other than standard acoustical walls.
23. The City shall consider the establishment of a system of open space buffers to help to define the urban boundary of Dixon.
24. The City shall promote the design of new development that is conducive to use of alternative transportation modes and that will be pedestrian-oriented, i.e.; walkways, pathways, bike paths and open areas that foster interaction of people.

### F. GENERAL PLAN MAP

Areas designated for potential residential development on the General Plan map are generally contiguous to existing residential areas. Future residential development (particularly at sites appropriate for infill development) would take place in portions of the Planning Area which are either already served by the existing infrastructure or which can be served by extending the existing infrastructure. In order to better balance anticipated residential development, additional land for industrial and commercial development has been designated on the General Plan map. Areas to the east, southeast, south and southwest of the existing city limits would accommodate future residential development, while a large area to the northeast of the existing city limits (and a smaller area in the southwest near I-80) would accommodate future industrial and commercial development (see **Figure 1**).

### G. IMPLEMENTATION

#### Urban Growth and Development

- A. Revise the existing Dixon Zoning Ordinance, Subdivision Ordinance and all other applicable ordinances to achieve consistency with the Dixon General Plan, as adopted.
- B. Map all planning actions, such as rezonings and variances, on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment on the General Plan map.

#### Historic Preservation, Community Design and Appearance

- C. Develop an historic preservation program which will establish general criteria for historical preservation in Dixon, procedures which will assist neighborhood groups in establishing historic areas, promoting historic preservation and coordinate and guide historic preservation efforts in Dixon.
- D. Continue to require street trees to be planted in newly developed areas, both to beautify Dixon and to enhance its rural character.
- E. Continue to require design review of all new development prior to the issuance of a development permit. The review should determine whether the proposed development/remodeling would be in keeping with community character, and whether the proposed action satisfies the applicable development ordinances.
- F. Strictly enforce Dixon's Sign Ordinance, and have non-conforming signs either brought into conformance with the ordinance or removed.
- G. Establish guidelines for the owners of property located within areas designated Agricultural on the General Plan map which would assist them in the voluntary maintenance of Dixon's open space buffers.

## II. URBAN DEVELOPMENT AND COMMUNITY DESIGN

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### III. NATURAL ENVIRONMENT

#### A. SETTING

##### Agriculture and Soils

The Dixon Planning Area is characterized by large tracts of agricultural land surrounding the City of Dixon, and much of the land within the Planning Area is currently in agricultural production. The Dixon area is underlain with soils of Quaternary-age alluvium, consisting of an unstratified mix of sand, silt, clay and gravel. Most land surrounding the City of Dixon consists of Class I soils, which have few limitations affecting their use. Class II soils comprise several small areas in the Dixon Planning Area, and have some limitations that reduce the variety of crops which can be grown or that require moderate soil conservation practices. Virtually all of the farmland surrounding Dixon consists of the following four soil types:

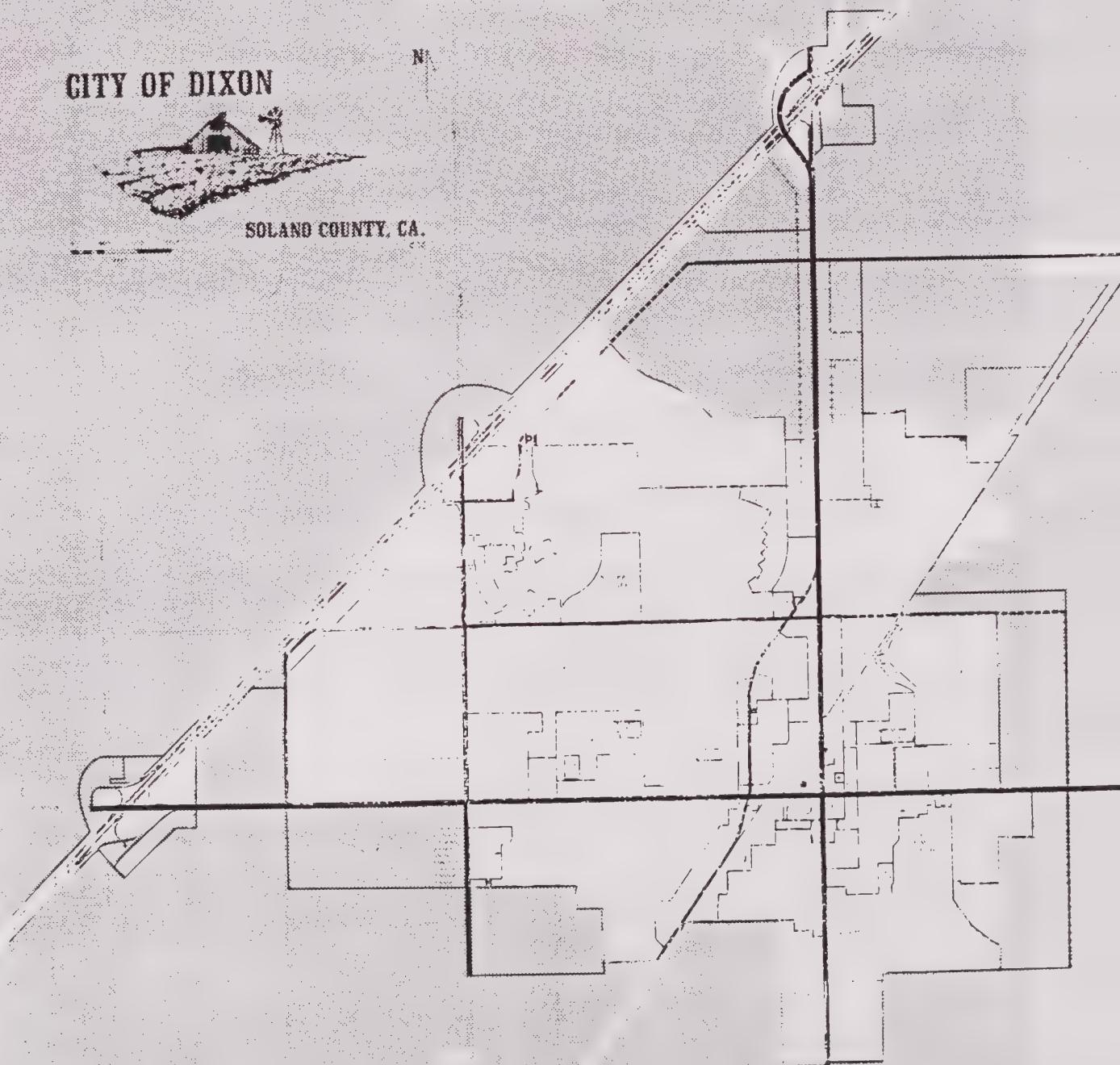
<u>Soil Type</u>	<u>Capability Unit</u>
Yolo silty clay loam	I-1 (17)
Yolo loam	I-1 (17)
Capay silty clay loam	I-1 (17)
Brentwood clay loam, 1 to 2 percent slope	IIs-3 (17)

Soils with a capability unit of I-1 (17) are suitable for irrigated row crops, forage crops, orchards and dry farmland small grains. Soils with a capability unit of IIs-3 (17) are suitable for irrigated row crops, field crops and some orchards. The crops most often grown on these soils include: sugar beets, tomatoes, alfalfa, almonds, apricots, prunes, beans, corn, wheat and barley. Crops raised in the Dixon area include sugar beets, tomatoes, alfalfa, corn and barley, as well as some orchard crops.

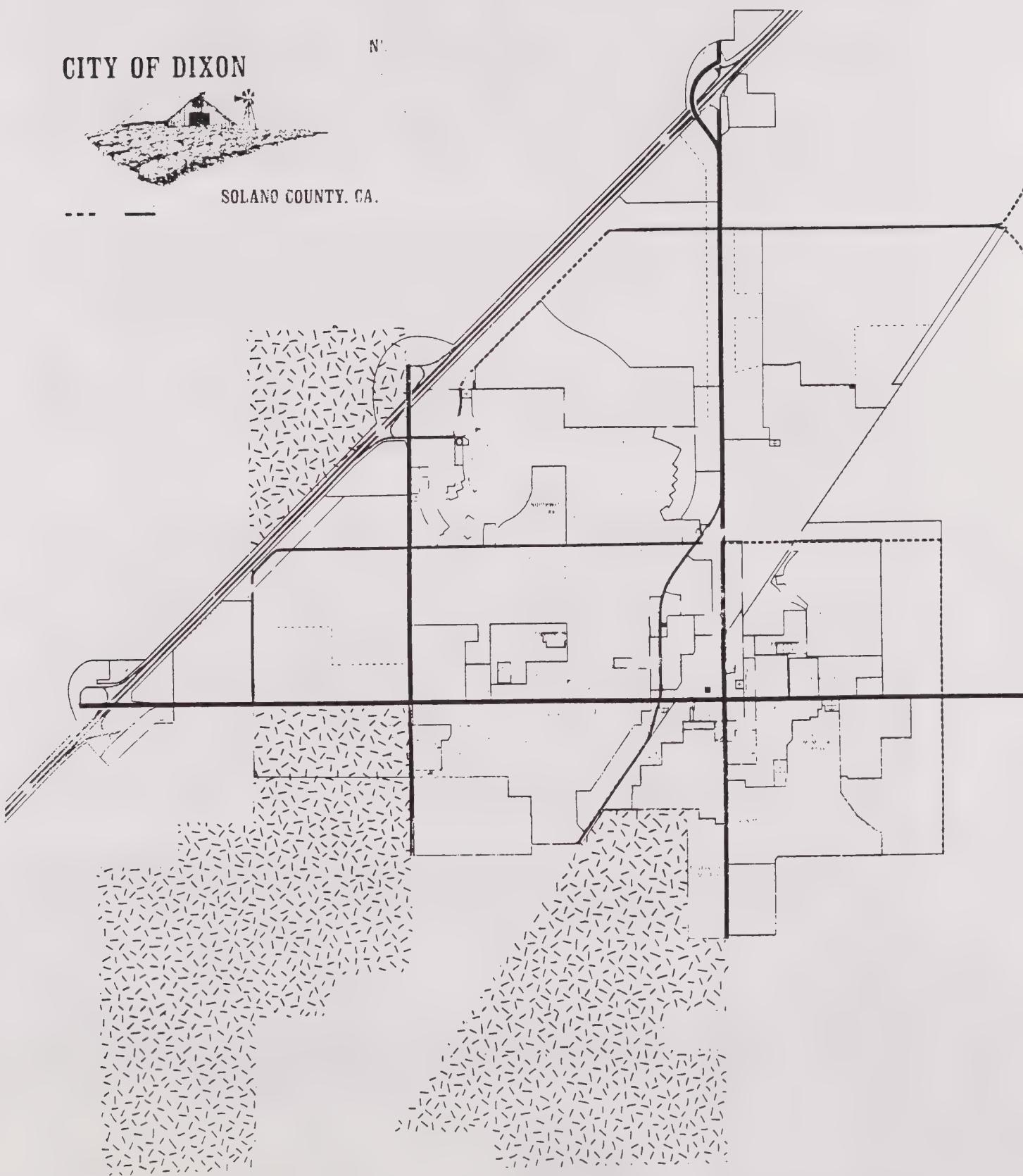
Much of the agricultural land in the Dixon Planning Area has been classified by the California Department of Conservation (Division of Land Resource Protection) as "Prime Farmland" (see **Figure 4**). Areas are designated as "Prime Farmland" when they are found to have the best combination of physical and chemical characteristics for crop production, and have the soil quality, growing season and moisture supply needed to produce sustained yields of crops when treated and managed. Lands identified as "Prime Farmland" must have been used for the production of irrigated crops within the last three years.

Under the Land Conservation Act ("Williamson Act"), farmers are able to enter into land conservation contracts with Solano County which enable them to enjoy reduced property taxes in exchange for maintaining their land in agricultural production. Once entered into by a farmer, a Williamson Act Contract is binding for a period of ten years. Contracts are automatically renewed each year unless the farmer files a Notice of Non-Renewal. After the filing of such a Notice, the land may not be converted to other uses for ten years, during which time the property taxes are gradually increased to reflect the full market value of the land. Ten years after the filing of a Notice of Non-Renewal, the land is free of land use restrictions and the farmer is denied further property tax benefits associated with the former Williamson Act contract. **Figure 5** shows areas currently in agricultural preserve status under Williamson Act contracts.

Figure 4  
**PRIME FARMLAND**  
General Plan Update Program  
City of Dixon, California



**Figure 5**  
**LANDS UNDER WILLIAMSON ACT CONTRACTS**  
General Plan Update Program  
City of Dixon, California



#### Hydrology and Flood Hazards

The Dixon area lies within the Sacramento Valley subsection of the Great Central Valley of California. Fresh groundwater resources within the Sacramento Valley occur in Post-Eocene continental sediments deposited in the last 38 million years. The principal water-bearing formation in the Dixon area is the Tehama Formation, which is composed of coarse, clean sandy deposits. The Tehama Formation can range up to 2,250 feet thick. Overlying the Tehama Formation are sediments of the Putah Plain. These sediments are approximately 165 feet thick, and also yield water. However, the yield, storage capacity and transmissivity of the Putah Plain sediments are decreased by the presence of finer-grained, muddier sediments which provide impermeable barriers to water movement.

Dixon is located on an alluvial fan formed by Putah Creek, located north of the city. The land within the Planning Area generally slopes downward from the northwest to southeast, and drainage follows the courses of Dickson Creek and Dudley Creek, by way of canals and sloughs, to the Sacramento River. Ponding occurs in some low-lying portions of the Planning Area.

Areas which would be flooded as a result of a 100-year storm (the single storm with the greatest rainfall which could be expected over a 100-year period) have been designated by the Federal Emergency Management Agency (FEMA). The major flood hazard areas within the Dixon Planning Area are located along Dickson Creek and Dudley Creek (see Figure 6).

#### Seismic Hazards

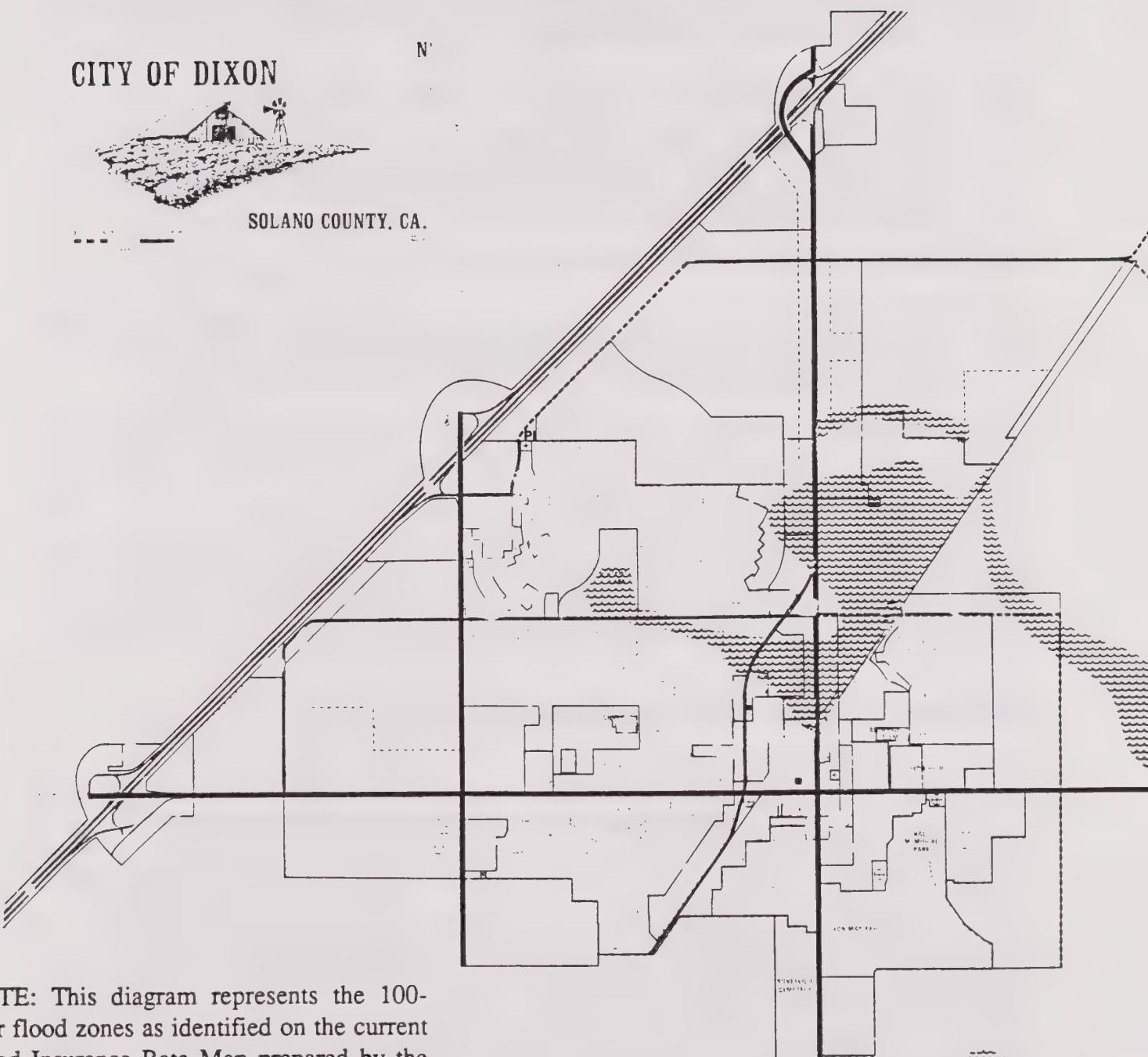
The Midland Fault zone, which is considered inactive, traverses the Planning Area between I-80 and the intersection of West A Street and Pitt School Road. Faults active within the last 10,000 years include an unnamed fault approximately 11 miles north of Dixon and the Cordelia Fault, located approximately 20 miles southwest of the city. In April, 1892, earthquakes caused considerable damage in the Dixon area, even though this seismic activity was thought to have originated elsewhere. No evidence of more recent seismic activity has been found along the known faults in the Dixon area. The seismicity of the area appears to be minimal, and is not likely to produce groundshaking of over 0.5 g. A contrary view, held by a USGS seismologist (Eaton, 1986), suggests that the 1892 quake and its large aftershocks occurred along the Great Valley/Coast Range zone, in a location analogous to those of the damaging magnitude 6.7 Coalinga and Kettleman quakes. Earthquakes occurring in this zone would produce greater groundshaking and liquefaction effects in Dixon.

Because the water table is fairly high in the Dixon area, liquefaction of soils may occur during an earthquake. Structures supported by alluvium may experience some movement due to foundation heaving and differential settlement if liquefaction occurs.

#### Wildlife Habitat

Prior to human modification of the environment, most of the Planning Area was dominated by native bunch grasses in an association called the California Prairie. This native vegetation has been almost completely eliminated by agriculture and other human activities.

**Figure 6**  
**100-YEAR FLOOD ZONES**  
General Plan Update Program  
City of Dixon, California



NOTE: This diagram represents the 100-year flood zones as identified on the current Flood Insurance Rate Map prepared by the Federal Emergency Management Agency. Recent drainage improvements in the Dixon area have resulted in a reduction in the area which would be inundated during the 100-year storm, which has not yet been reflected on a revised FEMA Flood Insurance Rate Map.

Potential habitats in the area are currently dominated by various types of crops. The greatest diversity of vegetation occurs around old farm homesteads and older portions of Dixon where mature specimens of many types of trees, shrubs and landscape plants have been established. Very little native vegetation exists in the Planning Area today.

The remaining areas of wildlife habitat can be found in three types of locations:

- Narrow, linear corridors along roadsides, power lines, canals and the railroad, especially where these areas coincide. This category includes the corners of fields which are not mowed, and windbreaks of trees along roadways.
- Tall, old trees and mature shrubs around old farm houses.
- Small patches of wetlands, seasonal wetlands and linear riparian vegetation on the banks of canals and in ditches. These areas may include cattails (*Typha sp.*), tules (*Scirpus sp.*), algae and seasonal wetland species which disappear in the dry season.

Of these areas, the corridors are most prevalent, while wetland areas are, overall, the most valuable to wildlife. Although most vegetation around homesites is not native, it does provide cover and food for those species able to tolerate daily human disturbance.

Riparian habitat areas are commonly found within the 100-year floodplain. California Department of Fish and Game policy is to permit no net loss of riparian habitat, which means that those who propose to develop or otherwise damage a riparian habitat must, at a minimum, preserve or recreate a habitat area equal in area to the amount of riparian habitat which would be lost in implementing their plans.

The following wildlife species have been observed in the Dixon area:

Black shouldered kite ( <i>Elanus Leucurus</i> )	Marsh hawk ( <i>Circus cyaneus</i> )
Great Egret ( <i>Casmerodius</i> )	Killdeer ( <i>Charadrius vociferous</i> )
Black crowned night heron ( <i>Nycticorax nyctocorax</i> )	Starling ( <i>Sturmus vulgaris</i> )
Western kingbird ( <i>Tyrannus verticalis</i> )	Pigeon ( <i>Columba fasciata</i> )
Mourning dove ( <i>Zenaida macroura</i> )	Red tailed hawk ( <i>Buteo jamaicensis</i> )
House finch ( <i>Carpodacus mexicanus</i> )	Mockingbird ( <i>Mimus polyglottos</i> )
Western meadowlark ( <i>Sturnella neglecta</i> )	Barn swallow ( <i>Hirundo rustica</i> )
Great blue heron ( <i>Ardea herodias</i> )	Kestrel ( <i>Falco sparverius</i> )
Red winged blackbird ( <i>Agelaius phoeniceus</i> )	Jackrabbit ( <i>Lepus californicus</i> )
Ground squirrel ( <i>Spermophilus beechy</i> )	

The following wildlife species have the potential to use the Planning Area as habitat:

Horned lark ( <i>Eremophila alpestris</i> )	Scrub jay ( <i>Aphelecoma coerulescens</i> )
Loggerhead shrike ( <i>Lanius ludovicianus</i> )	Goldfinch ( <i>Carduelis tristis</i> )
Common flicker ( <i>Claptes auratus</i> )	Roadrunner ( <i>Geococcyx californianus</i> )
Swainson's hawk ( <i>Buteo swainsoni</i> )	Cottontail rabbit ( <i>Circus cyaneus</i> )
Coyote ( <i>Canis latrans</i> )	Bobcat ( <i>Lynx rufus</i> )
Rattlesnake ( <i>Crotalus viridis</i> )	Kangaroo rat ( <i>Dipodomys sp.</i> )
Red fox ( <i>Vulpes vulpes</i> )	Gray fox ( <i>Urocyon cinereoargenteus</i> )
Striped skunk ( <i>Mephitis mephitis</i> )	Spotted skunk ( <i>Spilogale putorius</i> )
Opossum ( <i>Didelphis virginiana</i> )	

### III. NATURAL ENVIRONMENT

Special-status species are those plants or animals which, in the view of the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game, may be particularly vulnerable to habitat modification. The following special-status species potentially occur in the Dixon area:

- Swainson's hawk (*Buteo swainsoni*) is classified by the State as threatened, which means that although not presently threatened with extinction, it is likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts. Swainson's hawk is listed as a Category 3 species by the federal government, which means that it is now a non-candidate species, but had previously been considered a candidate species, and had been included on past lists of endangered or threatened species.
- Burrowing owl (*Athene cunicularia*) is identified by the State as a species of special concern, which means that the increased threats to this species have prompted the Nongame Bird and Mammal Section of the Department of Fish and Game to initiate a study of this potentially threatened species. It is not listed as a federal special-status species.
- Western snowy plover (*Charadrius alexandrinus nivosus*) is identified as a federal Category 2 species, which means that information now in the possession of the U.S. Fish and Wildlife Service indicates that proposing to list it as an endangered or threatened species is probably appropriate, but that substantial data on biological vulnerability and threat(s) are not currently known or on file to support the immediate preparation of rules. It is also a State species of special concern.
- Giant garter snake (*Thamnophis couchii gigas*) is identified as a federal Category 2 species and as a State threatened species.
- California tiger salamander (*Ambystoma tigrinum californiense*) is identified as a federal Category 2 species and as a State species of special concern.

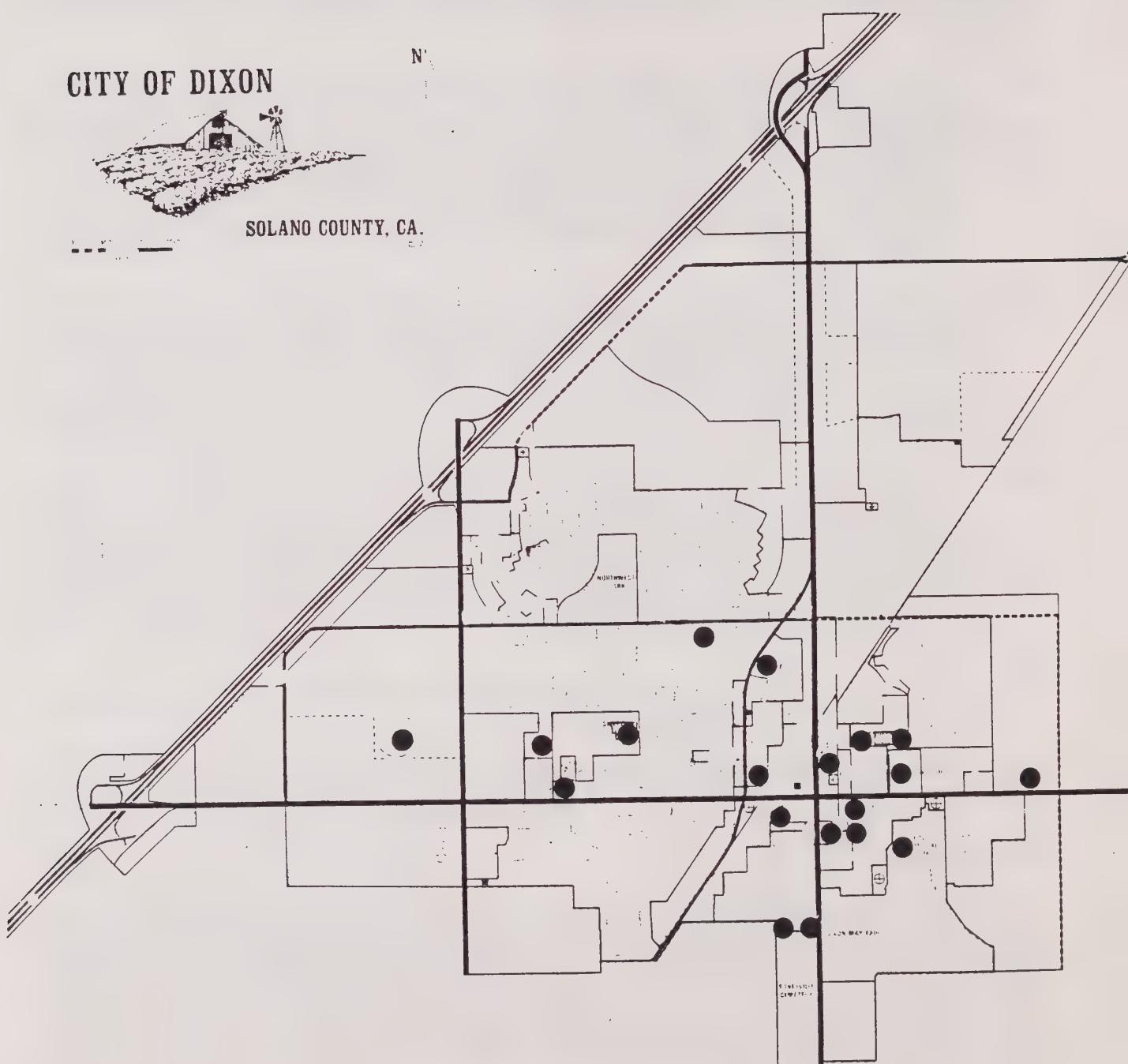
#### Noise Environment

The major noise sources within the Dixon Planning Area are I-80 and the Southern Pacific Railroad line, and traffic noise associated with city streets and Highway 113 (First Street). In addition, aircraft in the flight patterns associated with Travis Air Force Base are frequently heard above Dixon, most noticeably in the area east of First Street. **Figure 7** shows noise sensitive receptors (schools, churches, etc.) in the Dixon Planning Area, and **Figure 8** shows current noise contours for portions of the Dixon Planning Area which are exposed to noise levels of 65 dB or greater.

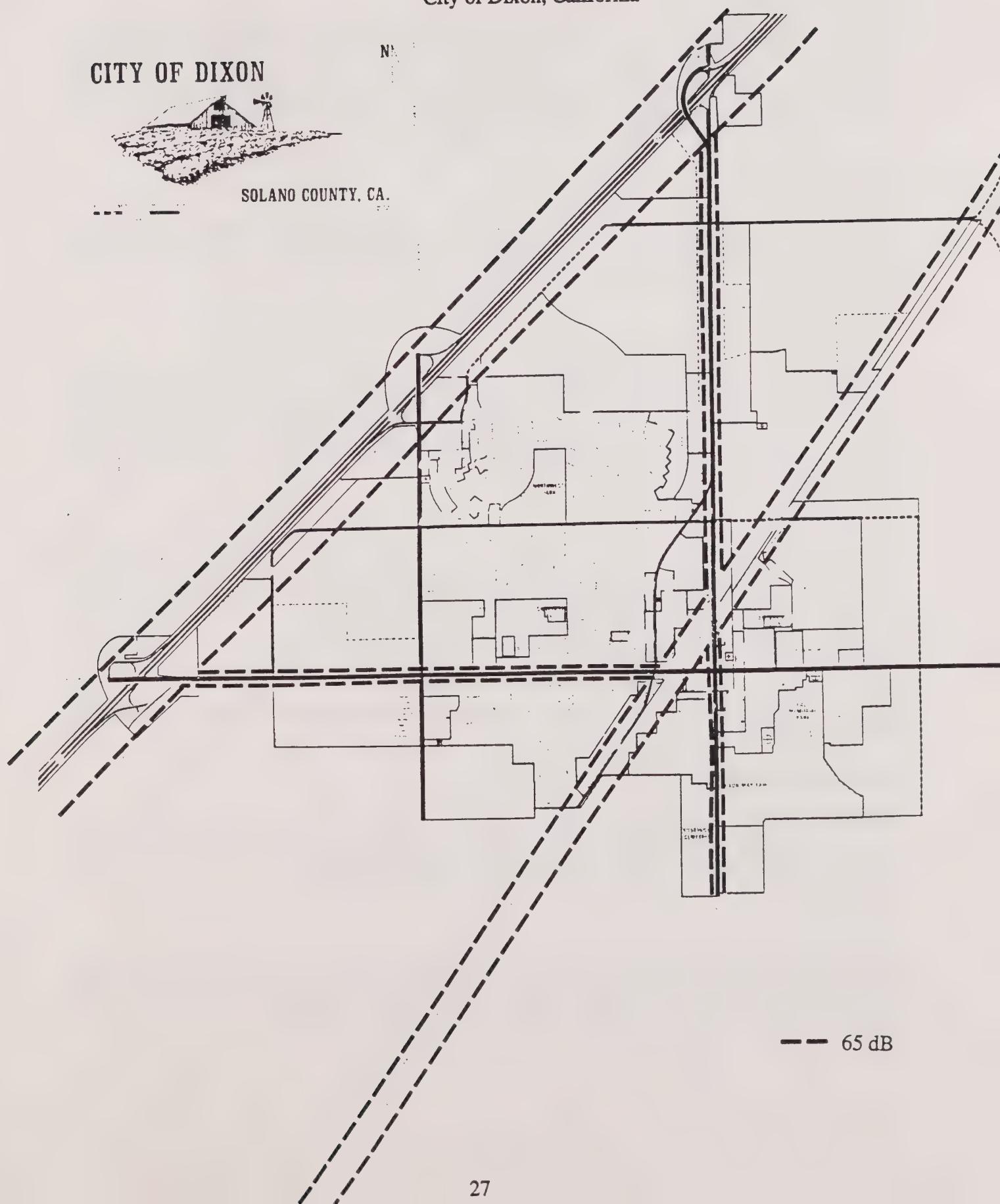
#### Air Quality

Dixon is located in the Sacramento Valley air basin, and is characterized as having a semi-arid climate. The city is located within the jurisdiction of the Yolo-Solano Air Pollution Control District, an agency responsible for the monitoring of air quality. The District has been named an attainment area for all pollutants measured except ozone. Major sources of air pollution in the Dixon area include automobile emissions and agricultural activities.

**Figure 7**  
**NOISE-SENSITIVE RECEPTORS**  
General Plan Update Program  
City of Dixon, California



**Figure 8**  
**NOISE CONTOURS - 1993**  
**PRELIMINARY**  
General Plan Update Program  
City of Dixon, California



## B. PROJECTIONS

### Agriculture and Soils

As development pressures in the Dixon area increase, the demand for land suitable for development is expected to result in the conversion of land which is currently in agricultural production, and some development may take place on soils which have been identified as among the most productive in the country. As construction takes place in developing areas, soil erosion and loss may occur as a result of wind action in excavated areas.

### Open Space

A growing population is expected to place an increased demand on local resources, and as land which is now considered open space is converted to other uses, the amount of open space remaining within the Planning Area will be reduced.

### Hydrology and Flooding

Increased development within the Dixon Planning Area would be expected to increase the amount of impervious surface in areas which are currently not paved or built-over, with a corresponding increase in the amount of stormwater runoff following each storm. Increased runoff could be expected to contribute to additional flooding problems in those portions of the Planning Area already susceptible to flooding.

### Seismic Hazards

Although no active faults have been identified in the Planning Area, future development would increase the number of people who would potentially be exposed to injury or suffer property damage as a result of seismic activity originating in areas nearby.

### Wildlife Habitat

Additional development could be expected to put increased pressure on existing wildlife habitat within the Planning Area.

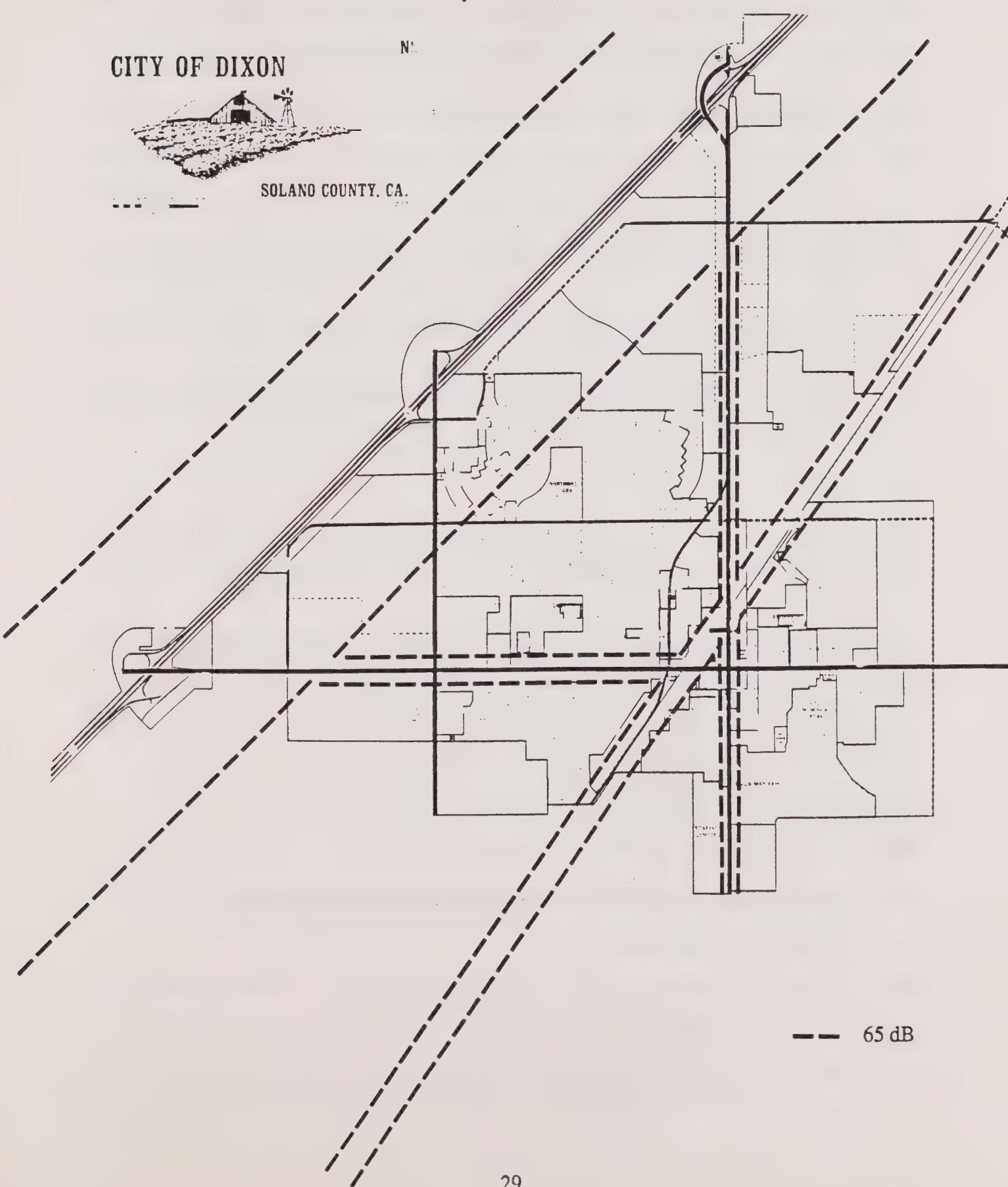
### Noise Environment

Increased development and traffic would be expected to generate increased noise levels in some portions of the Dixon Planning Area. **Figure 9** presents projected noise contours for those areas where noise levels are expected to be 65 dB or greater in the year 2010.

### Air Quality

An increase in the number of residences and in non-residential activity within the Dixon Planning Area would be expected to result in an increase in emission levels, which might cumulatively have a measurable effect on ozone levels within the air basin.

**Figure 9**  
**NOISE CONTOURS - 2010**  
**PRELIMINARY**  
General Plan Update Program  
City of Dixon, California



#### C. ISSUES

The primary issues related to the natural environment within the Dixon Planning Area are:

- How to accommodate growth while continuing efforts to conserve natural resources?
- How to accommodate growth while maintaining productive farmland and open space?
- How to accommodate growth while maintaining adequate protection from flood hazards?
- How to accommodate growth while limiting the risk of exposure to seismic hazards?
- How to accommodate growth while limiting potential damage to existing wildlife habitat areas?
- How to accommodate growth while maintaining or improving the current noise environment?
- How to accommodate growth while maintaining or improving the air quality within the Dixon Planning Area?

#### D. GOALS

Acknowledging that Class I and II agricultural lands are a finite resource, it is one of the City's goals to protect the remaining prime agricultural soils within the Planning Area from premature urbanization.

The City also recognizes that development in natural hazard areas can incur both social costs (such as the loss of life and property damage) and public costs (such as emergency flood relief and utility line repair). The City will, therefore, strive to prevent loss of life, to reduce personal injuries and property damage, and to minimize economic and social disruption resulting from earthquakes, geologic hazards, fires, floods and other hazards through responsive land use planning.

The central goals of this chapter are:

- To protect agricultural land from premature development.
- To protect local residents from unacceptable exposure to natural hazards.
- To conserve natural resources.
- To protect the environment within the Dixon Planning Area.

#### E. POLICIES

##### Agriculture

1. The City shall preserve agricultural lands and prevent their premature conversion to urban uses.
2. The City shall protect existing agriculturally-related operations from potential land use conflicts.

##### Open Space

3. The City shall, to the greatest extent possible, preserve natural resource and wildlife habitat areas, reduce risk in hazardous areas and provide recreational opportunities by reserving the following areas for open space uses:
  - ◆ Natural Resources - The productive Class I and II soils which surround Dixon. As the currently urbanized area of Dixon is completely surrounded by these soils, it will be necessary to accept the conversion of some Class I and II soils to urban uses to enable future development. Other factors, such as the viability and configuration of individual farming units, the extent of conflict with existing urban development, and constraints on spraying will be considered in selecting the direction of urban expansion.
  - ◆ Hazardous Areas - Fault zones and floodways.
  - ◆ Recreational Land - Community, neighborhood and linear parks, or trail connections between community facilities.
4. The City shall ensure that open land, structures having non-sensitive uses and other means will be used to buffer residential areas from I-80, wherever possible. North of the city, areas adjacent to the railroad will be reserved primarily for industrial use.
5. The City shall, in cooperation with the City of Vacaville, the City of Davis, the County of Solano and other affected agencies, define and maintain open space buffers between these three urban areas. The southern open space buffer area shall be located in the area bounded generally by I-80, Batavia Road and Midway Road, and the northern open space buffer area shall be located in the area bounded generally by I-80, Tremont Road and Old Davis Road.
6. The City shall support and participate in the establishment of open space buffer areas to assist in defining the urban boundary of Dixon.

##### Hydrology and Flooding

7. The City shall establish performance standards to limit water pollution.
8. The City shall strive to reduce the risks to life and property arising from flooding to an acceptable level, consistent with the City's Master Drainage Plan.

### III. NATURAL ENVIRONMENT

9. The City shall ensure that floodways will be left open for agriculture and recreational use in areas of particular risk, and where the need for protection is minimal.
10. The City shall ensure that measures to reduce flood damage to individual properties will only be undertaken where the potential for hazard due to flood erosion is not increased on other properties.

#### Seismic Hazards

11. The City shall strive to reduce the risks to life and property arising from seismic activity to an acceptable level.
12. The City shall ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the Uniform Building Code.

#### Wildlife Habitat

13. The City shall require the proponents of new development projects to submit a study identifying the presence or absence of special-status species at proposed development sites. If special-status species are determined by the City to utilize a development site, appropriate mitigation measures must be incorporated as part of the proposed development prior to final approval.

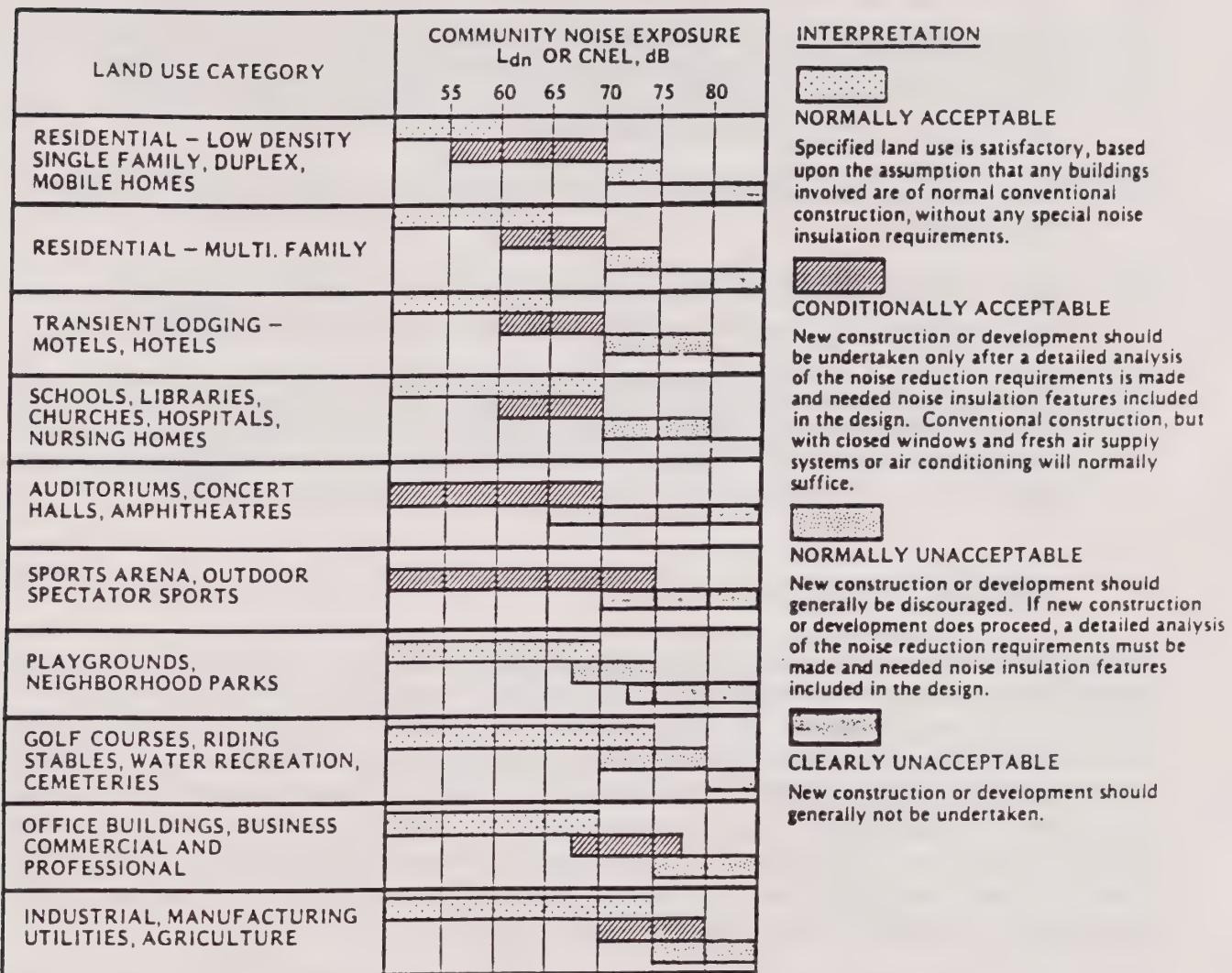
#### Noise Environment

14. The City shall protect existing noise sources from future noise-sensitive development.
15. The City shall establish performance standards to limit noise generation.
16. The City shall establish a physical development pattern compatible with the noise environment of Dixon.
17. The City shall, where feasible, mitigate traffic and other noise to the levels defined in Figure 10. Areas in which noise levels currently exceed, or as a result of future development, will exceed these levels of noise exposure are deemed inappropriate for the development in question.
18. The City shall develop buffering standards and procedures to protect residents from freeway/highway traffic and industrial noise. Acoustical design to reduce noise levels will be an important consideration in all projects and developments.

#### Air Quality

19. The City shall establish performance standards to limit air pollution, consistent with the requirements established by the Yolo-Solano Air Pollution Control District.

**Figure 10**  
**ACCEPTABLE LEVELS OF NOISE EXPOSURE**  
**General Plan Update Program**  
**City of Dixon, California**



#### CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

##### A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or  $L_{dn}$ . Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or  $L_{dn}$ .

##### B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

##### C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or  $L_{dn}$ . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

##### D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

#### Conservation of Natural Resources

20. The City shall encourage the development of structures which incorporate features that will reduce energy consumption. Examples of energy conservation design include the use of solar heating systems, the use of external shading devices and an increase in the amount of insulation. Both passive and active solar heating systems will be encouraged, and new homes should be designed for the best possible solar access.
21. The City shall encourage weatherization and insulation of existing structures to conserve heating energy.
22. The City shall encourage recycling, reclamation and conservation programs (including water conservation), along with other programs aimed at conserving natural resources.
23. The City shall use zoning and other land use regulations to control, and in some instances prohibit, development in hazardous areas. The extent of development limitation will be commensurate both with the degree of hazard involved and with the public costs which would be incurred if emergency or remedial public actions became necessary.

#### F. GENERAL PLAN MAP

The General Plan Map applies two designations intended to conserve and protect environmental values. The Agricultural (A) designation is applied to all land within the Dixon Planning Area which has not been designated for urban development. The edge of residential and other urban uses was defined so as to minimize the length of the perimeter, extent of indentation, and conflict with property lines and established cultivation patterns. A total of approximately 2,100 acres of land currently in agricultural use is designated for future urban uses on the General Plan Map (including approximately 760 acres of land designated "Future Residential", where development is not anticipated until after the end planning period). This total includes approximately 443 acres which are currently under Williamson Act contracts.

The Functional Open Space (F) designation extends along I-80, providing separation from the traffic noise generated by the freeway. Areas for use as temporary retention/detention ponds would also fall in this category (although specific locations are not identified on the General Plan Map).

#### G. IMPLEMENTATION

- A. Encourage agriculture as an interim use in all industrial and rural residential zones.
- B. Consider the possibility of future annexations as a means of preserving open space.
- C. Permit agricultural uses and structures in the open-space flood zone only if adequate flood-proofing measures are taken, and only if it is determined that the measures will not cause additional flooding and/or drainage problems in other areas.
- D. Adopt regulations governing the uses of land in areas with significant natural hazards.

- E. Implement a hazard reduction program in which structures are inspected for conformance with the Uniform Building Code. Give first priority to emergency and critical facilities, older non-residential structures and public facilities.
- F. Consider participation in the Habitat Management Plan program currently being formulated with the state Department of Fish and Game by the City of Vacaville and Solano County as the means to establish a mitigation plan.
- G. Adopt stringent buffering standards to protect new residential development from freeway, highway, railroad and industrial noise.
- H. Update and re-evaluate the City's noise data on a periodic basis to determine if additional protection is required.
- I. Subject all development proposals to an environmental review process to determine if the proposed development is compatible with natural processes. Do not approve development that is found to be incompatible with such processes, unless there are overriding circumstances.

### III. NATURAL ENVIRONMENT

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## IV. RESIDENTIAL ENVIRONMENT

### A. SETTING

The number of households within Dixon Sphere of Influence grew from an estimated 2,501 in 1980 to an estimated 3,490 in 1990, an increase of nearly 40 percent in ten years. Much of the increase can be attributed to the relatively low cost of housing in the Dixon area relative to housing costs in other San Francisco Bay Area communities during the 1980s, and many of those who have moved to Dixon in recent years commute to jobs in other areas. Approximately eighty percent of Dixon households live in single family dwellings, while approximately one in ten households live in structures with five or more dwelling units.

The Population Research Unit estimated that of the 3,911 housing units in Dixon on January 1, 1993, 2,975 were single family detached residences (76 percent), 186 were single family attached residences (5 percent), 295 were multi-family dwellings with two to four units (7 percent), 417 were multi-family dwellings with five or more units (11 percent) and 38 were mobile homes (1 percent). Of these, an estimated 3,754 units were occupied, resulting in a vacancy rate of approximately 4.01 percent.

Although housing in the Dixon Planning Area is generally less expensive than comparable housing in many other communities in the Bay Area, the supply of housing in the local area which is affordable to households defined as having very low, low and moderate incomes remains limited. In 1992, a four-person household in Solano County with an annual income of \$21,100 or less was defined as a very low income household, a similar sized household with an annual income of between \$21,101 and \$33,750 was defined as a low income household, and a similar sized household with an annual income of between \$33,751 and \$42,200 was considered to be a moderate income household. It is generally accepted that a household which pays more than 25 percent of its income in housing costs is "overpaying" for housing.

Dixon's housing stock is a mixture of older and newer homes. The central portions of Dixon are characterized by older single-family structures. The architecture, established landscaping and tree-lined streets found in these areas contribute to the city's character. Recent residential development in Dixon has also been made up largely of single-family homes.

### B. PROJECTIONS

The General Plan is based on the assumption that residential development in the Dixon Planning Area will continue in the future, but at a slower rate of growth than experienced in the 1980s. The General Plan anticipates a year 2010 Dixon population of approximately 20,325 people. This would represent nearly a doubling of the current population. To meet the state-mandated requirements to provide a "fair share" of affordable housing within the region, a proportion of these new housing units would have to be affordable to households with very low, low and moderate incomes.

## IV. RESIDENTIAL ENVIRONMENT

The Association of Bay Area Governments (ABAG) has estimated that 699 new dwelling units will be needed in Dixon between 1988 and 1995 to accommodate anticipated growth. Based on the Housing Needs Plan, the City of Dixon should strive to achieve the following distribution of income levels in new housing units by 1995:

<u>Income Group</u>	<u>Number of Housing Units</u>	<u>Percent</u>
Very Low	168	24
Low	119	17
Moderate	154	22
Above Moderate	258	37

### C. ISSUES

The primary issues related to the residential environment in Dixon are:

- How to accommodate residential development and provide for a variety of housing densities, housing types, costs and locations for future Dixon residents?
- How to assist in the preservation of housing units which have architectural or historical significance?
- How to coordinate residential development with the existing or planned infrastructure improvements and service networks?
- How to provide housing which will be affordable to households with very low, low and moderate incomes?

### D. GOALS

The central goals of this chapter are:

- To promote equal housing opportunities and provide a decent home and satisfying environment for all Dixon residents regardless of age, sex, race, marital status, ethnic background, income or other arbitrary factors.
- To promote balanced residential growth within the limits of the City's ability to provide adequate services and facilities to support such growth.
- To promote adequate and affordable housing in the City by location, type, price and tenure, especially for those of low and moderate income and special needs households.
- To conserve and improve existing residential neighborhoods.
- To reduce residential energy use.

### E. POLICIES

1. The City shall promote housing opportunities for persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.
2. The City shall ensure that General Plan implementation and zoning regulations do not operate to exclude persons from housing opportunities on the basis of their race, religion, national origin, age, sex, marital status, physical disability or other arbitrary characteristics. Zoning will be used to encourage the construction of a variety of housing types in a community-wide mix, and will provide adequate sites for housing persons of differing lifestyles and income levels.
3. The City shall encourage new residential development that is compatible with the City's predominantly low density, small town character and scale.
4. The City shall identify adequate residential development sites which will be made available through appropriate zoning and development standards, with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory built housing, emergency shelters and transitional housing in order to meet the community's housing goals.
5. The City shall regulate new residential development so as to foster a variety of housing types, densities and costs ( including low- and moderate-income units) to meet the current and future housing needs of all Dixon residents while preserving the character of the individual neighborhoods.
6. The City shall work toward the historical balanced mix of housing types and densities, in accordance with the 80 percent low density, single family/20 percent higher density, multiple family distribution defined in Measure "B" as the basis for annual limits for housing construction approvals.
7. The City shall allow the housing supply to expand at a maximum rate of three (3) percent per year, based upon the total number of units existing in the city as of the last day of the preceding year, in accordance with Measure "B".
8. The City shall prohibit residential development in those areas deemed unacceptable for residential uses.
9. The City shall be philosophically opposed at this time to residential development in those portions of the Planning Area northwest of I-80.
10. The City shall assess the impact of proposed new housing upon local public services, utilities and schools, and shall not approve proposed development which will overburden the capacities of, or budgets for, public services and utilities, unless the cost of infrastructure improvements is fully paid by those who benefit from their expansion.
11. The City shall link the approval of new residential development to its ability to "pay its own way", in terms of infrastructure and service improvements directly related to the proposed residential development.

#### IV. RESIDENTIAL ENVIRONMENT

12. The City shall encourage Planned Unit Development within Dixon as a means of achieving more innovative and varied solutions to housing problems.
13. The City shall recognize the need for alternate styles and types of housing, and shall support the development of townhouses, split-lot duplexes, condominiums and apartments in suitable locations, subject to the appropriate review considerations.
14. The City shall define criteria regulating the development of condominiums, and the conversion of apartments to condominiums.
15. The City shall assist in the development of adequate housing to meet the needs of low and moderate income households.
16. The City shall encourage the provision of moderately priced housing in all larger scale development, so as to avoid a concentration of such housing in any one area.
17. The City shall address and assist, to the extent possible, special housing needs, such as those of the handicapped, elderly, large families, farm workers, families with female heads of households and families in need of emergency shelter.
18. The City shall encourage the rehabilitation or redevelopment of deteriorating housing units within its boundaries to current standards of safety, sanitation and neighborhood amenity, and shall ensure that any code enforcement program does not impose disproportionate hardships on Dixon's low-income families, the elderly and handicapped residents.
19. The City shall ensure that existing residential areas are protected and conserved, and shall encourage property owners in maintaining and improving the condition of both renter- and owner-occupied housing.
20. The City shall conserve and improve the condition of the existing affordable housing stock.
21. The City shall permit moderate density residential development, characterized by smaller lot sizes and a greater proportion of attached housing units, in those portions of the Planning Area characterized by a transition from single family to multiple family or non-residential uses.
22. The City shall encourage and assist non-profit housing providers, both public and private, to reduce development costs in order to increase production of below-market-rate housing.
23. The City shall cooperate with other local, state and federal agencies, public utilities and community organizations to promote the use of energy conservation measures in new and existing homes.
24. The City shall participate in and help to coordinate intergovernmental agency efforts which address housing needs.

## F. GENERAL PLAN MAP

Figure 11 indicates the relationship between the density designations used in the General Plan and the density provisions expressed in the current Dixon Zoning Ordinance. All of these are defined in terms of three measures, as follows:

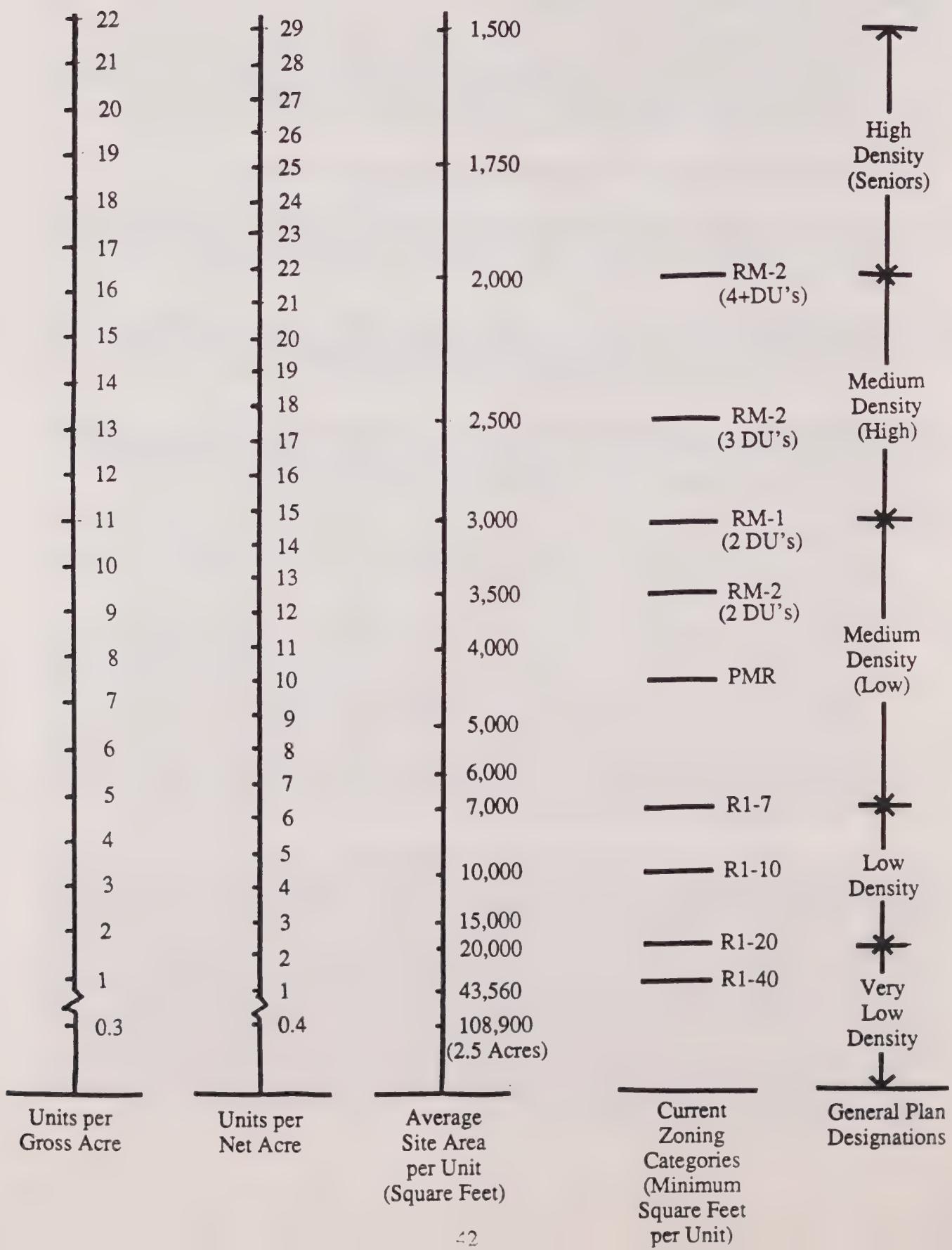
- Dwelling units per gross acre;
- Dwelling units per net acre (excluding the area required for local streets, which are assumed to consume approximately 25 percent of the gross residential area); and
- Average net site area per unit (in square feet).

The General Plan map utilizes five designations of residential use as follows:

- Very Low Density (VLD), with a minimum site area requirement of 20,000 square feet per housing unit, or a maximum of 2.18 units per net acre or approximately 1.63 units per gross acre.
- Low Density (LD), with site area ranging from 7,000 to 19,999 square feet per unit. Between 2.19 and 6.22 units per net acre can be accommodated in this range, or between 1.64 and about 4.67 units per gross acre.
- Medium Density - Low (MDL), with site area ranging from 3,000 to 6,999 square feet per unit. Between 6.23 and 14.52 units per net acre can be accommodated in this range, equivalent to a range of about 4.68 to about 10.89 units per gross acre.
- Medium Density - High (MDH), with site area per unit ranging from 2,000 to 2,999 square feet. This translates to a density ranging from 14.53 to 21.78 units per net acre, or from about 10.9 to 16.34 units per gross acre.
- High Density (for Seniors) (HD), with the area requirements per unit ranging from 1,500 to 1,999 square feet. This is intended solely for the construction of housing facilities (e.g. congregate care or apartment units) for senior citizens, many of whom live in one-person households without a personal automobile and with less demand for living space. This designation has a density ranging from 21.79 to 29.04 units per net acre, or from about 16.35 to 21.78 units per gross acre. No specific areas have been defined for this designation on the General Plan map, but individual projects will be considered within areas designated MDL, MDH and MU.

The balanced distribution of the future additions to the housing stock of the City, according to an 80 percent single family, lower density/20 percent multiple-family, higher density mix has been defined by Measure "B" (see Appendix C for the complete text of Measure "B"). Based on Measure "B" limitations (see Appendix D), it is projected that as many as 4,479 housing units could exist by the end of 1995. An overall maximum of 2,499 new units would be built between 1996 and 2010, if the average annual increment is based on the 3 percent annual growth rate established by Measure B. This would raise the total number of housing units in Dixon to a maximum of 6,775 by the end of year 2010. Assuming this number of units, and an average of three persons per household, the population of the City in the year 2010 would total approximately 20,325 or an increase of approximately 72 percent above the 11,824 persons estimated to be living in the City as of January 1, 1993.

**Figure 11**  
**RELATIONSHIP BETWEEN RESIDENTIAL DENSITY, SITE AREA PER UNIT,  
 ZONING CATEGORIES AND GENERAL PLAN DESIGNATIONS**  
 General Plan Update Program  
 City of Dixon, California



Units per  
Gross Acre

Units per  
Net Acre

Average  
Site Area  
per Unit  
(Square Feet)

Current  
Zoning  
Categories  
(Minimum  
Square Feet  
per Unit)

General Plan  
Designations

Future residential development within the Dixon Planning Area is projected by two fifteen-year phases. The first phase, running from 1996 through 2010 (the planning period used for the General Plan), would provide a total of approximately 640 acres for residential development in the south and southwest of central Dixon. The second phase, running from 2011 through 2025 (beyond the planning period of the General Plan), would provide a total of 760 acres for residential development to the south and east of central Dixon. The areas identified for residential development in the second phase (2011-2025) have been identified as "Future Residential, after 2010" on the General Plan map. Together, the two phases would provide sufficient acreage to accommodate the maximum amount of residential development which would be allowable under Measure "B" during the thirty-year period between 1996 and 2025.

Under the Future Residential, after 2010 (FR) designation, development proposals submitted for each property would be reviewed on their merits, and within the terms of annual growth limits. No residential density designations are applied to the areas designated for development after 2010, and the spatial patterns ultimately to be implemented in these areas will be determined by Specific Plan processes to be undertaken towards the end of the 1996-2010 phase of development, or in General Plan Update programs undertaken in the future.

Based on an average of three persons per household, the estimated number of people per acre under each General Plan residential land use designation would fall within the following ranges:

<u>Land Use Designation</u>	<u>Number of People</u>	
	<u>Lowest</u>	<u>Highest</u>
Very Low Density	<5 per acre	5 per acre
Low Density	5 per acre	14 per acre
Medium Density - Low	14 per acre	33 per acre
Medium Density - High	33 per acre	49 per acre
High Density (for Seniors)	49 per acre	66 per acre

## G. IMPLEMENTATION

- A. Amend the Dixon Zoning Ordinance and map to achieve consistency with the Dixon General Plan land use classifications and map.
- B. Investigate measures which will provide incentives for the production of homes which would be affordable to households with very low, low and moderate incomes.
- C. Monitor State and federal housing legislation and program development to identify and request funding resources available for housing purposes.
- D. Maintain an inventory of available and suitable sites for residential development, and provide prospective developers with such information, on request.
- E. Give expedient processing to development applications that would materially contribute to meeting the City's need for new and improved affordable housing for its lower income residents.

#### IV. RESIDENTIAL ENVIRONMENT

- F. Institute a housing rehabilitation program which is responsive to the different housing conditions and repair requirements in Dixon's older neighborhoods.
- G. Utilize the powers provided in the Subdivision Map Act to guide new subdivision development according to the housing policies of the General Plan.
- H. Develop and adopt an ordinance to regulate the conversion of rental units to condominiums, at the appropriate time.
- I. Establish and adopt a specific Housing Action Program designed to implement the City's adopted housing policies.
- J. Continue to enforce regulations which permit the development of second units in existing single family homes, as required by California law.

## V. ECONOMIC DEVELOPMENT

### A. SETTING

Dixon's location on the I-80 corridor connecting San Francisco and Sacramento has been a major factor in attracting firms to the local area. In recent years, commercial and industrial development in Dixon has included:

Dixon Commerce Center  
Kragen Distribution Center

Dixon Industrial Park

Morton International	Altec
Golden West Paints	Bellingham Marine Industries
Western Insulfoam	Schmidt's Cabinet Company
Valley Drywall	MEM Masonry
Hemostat Laboratories	Milgard Temper Glass
Pacific Coast Building Product's Basalite Block Plant	
Golden State Shutters Manufacturing Facility	

Dixon Self Storage

Pitt School Highway Commercial Center

McDonald's	Taco Bell
Arby's	Exxon Service Station
International House of Pancakes	

Watson Ranch Highway Commercial Center

Burger King	Chevron Service Station
Denny's Restaurant	Dixon Best Western Inn Motel
Sacramento Savings	

Pheasant Run Highway Commercial/Professional-Administrative Offices Center

Chevy's Mexican Restaurant	Office Building (approved)
Pizza Hut	

Dixon Plaza Neighborhood Shopping Center

Port of Subs Deli	Juanita's Restaurant
My Video	Maronna's Beauty Salon
Solano Baking Company	Labella's Pizza
Ice Cream & Yogurt	Safeway Supermarket
Mail Boxes, Etc.	Chiropractor
Liquor Store	Dry Cleaners
Crafters Creations	Radio Shack

Dixon Medical Center

First Northern Bank Operations Center

Recent employment trends within the Dixon Sphere of Influence have been identified by the Association of Bay Area Governments (ABAG) in Projections 92:

<u>Employment Sector</u>	<u>1980</u>	<u>1990</u>
Agriculture & Mining	1,074	1,110
Manufacturing & Wholesale	897	620
Retail	467	640
Services	446	560
Other	469	670
<u>TOTAL JOBS</u>	<u>3,353</u>	<u>3,600</u>

According to Projections 92, the number of employed residents within the Dixon Sphere of Influence grew from an estimated 3,057 in 1980 to an estimated 5,024 in 1990.

## B. PROJECTIONS

In Projections 92, the Association of Bay Area Governments (ABAG) presents projections for employment growth for communities within the nine-county San Francisco Bay Area. Job growth within the Dixon Sphere of Influence is projected as follows:

<u>Employment Sector</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>
Agriculture & Mining	990	1,160	1,280	1,270
Manufacturing & Wholesale	790	1,030	1,190	1,510
Retail	760	950	1,710	2,040
Services	710	1,020	1,200	1,480
Other	740	1,030	1,210	1,280
<u>TOTAL JOBS</u>	<u>3,990</u>	<u>5,190</u>	<u>6,590</u>	<u>7,580</u>

The number of employed residents within the Dixon Sphere of Influence has also been projected:

	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>
Employed Residents	5,500	6,800	7,400	7,900

It should be noted that not all employed residents living within the Dixon Sphere of Influence work in the local area, that some employed residents may hold more than one job, and that some jobs in Dixon are held by residents of other areas who commute to their workplaces.

## C. ISSUES

The primary issues associated with economic development in Dixon are:

- How to accommodate industrial development compatible with existing development which will provide expanded employment opportunities for those living in the Dixon Planning Area?
- How to accommodate commercial development compatible with existing development which will meet the needs of those living in the Dixon Planning Area and surrounding areas?

## D. GOALS

The central goals of this chapter are:

- To promote an expanding and increasingly diversified local economy which will more effectively meet the employment needs of local residents and strengthen the local tax base.
- To promote a balance between residential and non-residential development within the Dixon Planning Area.
- To promote and develop an economic program with the internationally-known University of California at Davis.

## E. POLICIES

### General

1. The City shall strive to expand local employment opportunities.
2. The City shall maintain an efficient and expeditious permit process.

### Industrial

3. The City shall designate sufficient appropriate industrial land to meet the projected employment needs of the City.
4. The City shall actively encourage those new industrial uses which can demonstrate that they intend to provide some proportion of the jobs created for local residents to locate in the Dixon Planning Area.
5. The City shall encourage the development of well-designed planned business and industrial areas which meet modern standards in terms of parcel size, landscaping and location as a way to attract new light industrial and business park development to the Dixon area.
6. The City shall ensure that industrial uses are compatible with adjacent uses, and that adjacent uses are compatible with industrial uses.
7. The City shall require industrial development to meet performance standards based on factors of noise, odor, light, glare, traffic generation and air emissions, soil contamination and surface and groundwater contamination in order to minimize its impacts on established or proposed residential areas and other adjacent uses. In addition, the City shall require the screening and control of unsightly or excessively noisy operations.
8. The City shall not allow industrial uses which create noxious or nuisance conditions to locate within the Dixon Planning Area.

## V. ECONOMIC DEVELOPMENT

9. The City shall direct near-term industrial growth toward areas already designated for such purposes.
10. The City shall ensure that general industrial activities are concentrated only in the areas where they are currently located or designated, in order to avoid unsightly or incompatible scattered development.
11. The City shall require that defunct activities or abandoned structures, including signs on industrial and commercial land which pose a visual blight or physical hazard, to be dismantled or removed within a reasonable period of time.
12. The City shall encourage agriculture as an interim use in vacant areas designated for industrial use.

### Commercial

13. The City shall designate sufficient appropriate commercial land or provide for the conversion of industrial land (when appropriate) to meet the needs of the City's and regional area's projected future population.
14. The City shall encourage new commercial uses to group into clustered areas or centers.
15. The City shall ensure that proposed commercial uses are clustered at focal points along major arterials.
16. The City shall protect commercial areas from potential intrusion from incompatible land uses.
17. The City shall protect residential uses from the possible adverse effects associated with adjacent commercial centers by utilizing a rigorous design review procedure which emphasizes high standards of construction, design, buffering and screening.
18. The City shall ensure that landscaping on commercial properties is drought-tolerant and well maintained.
19. The City shall ensure that auto-oriented commercial uses which front on arterial streets present a high-quality design and are adequately screened from adjacent uses. Access to these uses shall be controlled to minimize circulation conflicts.
20. The City shall discourage the location of more than one service station at any intersection.
21. The City shall accommodate the expansion of office uses in Dixon.
22. The City shall discourage parking lots fronting on First Street and A Street in the Downtown area.

## Agribusiness

23. The City shall actively encourage agribusiness.

## Downtown Area

24. The City shall encourage restorative maintenance to be applied to deteriorating buildings in the Downtown area and shall discourage the demolition of historically and/or architecturally significant buildings.

25. The City shall encourage the development of appropriate commercial businesses and special events which can provide support to the distinctive atmosphere of the Downtown area.

26. The City shall continue efforts to relocate Highway 113 to Pedrick Road (or an alternate alignment), and/or to designate an alternative bypass route for through truck movements, in order to provide further protection to and preservation of the valued functions and character of the Downtown area.

## F. GENERAL PLAN MAP

### Industrial

The industrial land use designations are divided into three categories:

- Planned Business/Industrial (PI) - Includes those uses which demonstrate by the quality of their development and the nature of their operations that they can locate in proximity to residential and commercial uses with a minimum of environmental conflict. Strict landscaping, buffering and design standards would be adhered to by businesses and industries located in these areas. The building intensity standard for the Planned Business/Industrial designation is based upon the maximum site area coverage of 40 percent defined in the City's Zoning Ordinance for the ML District (Section 12.13.07) and a maximum building height of 40 feet (Section 12.13.09). A minimum requirement of 750 feet of net site area per employee at peak levels is proposed to further define this standard, together with a Floor Area Ratio (FAR) of 1.6.
- General Industrial (GI) - Establishments located in these areas characteristically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this category are typically poor neighbors in residential areas. Building intensity standard indicators for the General Industrial designation are as follows, based upon sections 12.14.07 and 12.14.09 of the City's Zoning Ordinance: maximum site area coverage of 40 percent; and a maximum height of 40 feet (within 200 feet of any residential or agricultural district, or 75 feet within 500 feet of either of these districts). A minimum requirement of 1,000 square feet of net site area per peak period employee is proposed to further define this standard, together with an FAR of 1.6.

- Employment Center (E) - This designation is applicable only in those areas for which a Specific Plan is to be prepared for future adoption by the City, and represents an 'umbrella' designation pending the submission of more detailed patterns of specific land uses. Includes only non-residential uses consistent with the types included under the Planned Business/Industrial (PI), the Professional/Administrative Office (O), and the Highway Commercial (HC) designations defined above and below. The requirements defined in the City's Zoning Ordinance under Sections 12.13 (ML - Light Industrial District), 12.07 (PAO - Professional & Administrative District), and 12.10 (CH - Highway Commercial District) shall provide the general framework for compliance. The standards of building intensity, height, and coverage, and of employee density for Employment Center uses shall fall within the ranges defined for these component designations and shall not exceed them.

## Commercial

The commercial land use designations are divided into the following categories:

- Professional/Administrative Offices (O) - Land uses which provide professional services to the surrounding residential areas. Typically, they are open only on weekdays from 8:00 AM to 6:00 PM. A maximum site area coverage of 40 percent, and a maximum building height of 30 feet are defined in the City's Zoning Ordinance for this type of use. A minimum requirement of 750 square feet of net site area per peak period employee is proposed for this designation, together with a Floor Area Ratio (FAR) of 1.2.
- Downtown (D) - Establishments centered around the intersection of First and "A" Streets. The physical appearance of this area as well as the mixture of retail establishments (such as specialty stores, professional offices, civic facilities, theater, restaurants, financial institutions, and other similar uses) contribute to the uniqueness of this category. The City's Zoning Ordinance specifies a maximum height of 50 feet for buildings in the Central Commercial District (Section 12.09.07), and a minimum of 200 square feet of net site area per peak period employee is proposed for this designation, together with a FAR of 3.0.
- Neighborhood Commercial (NC) - Typically, establishments in this category require larger sites and more floor area than establishment in the Downtown. For example, a drugstore, variety store or supermarket, together with a range of smaller stores or service establishments, would be typical of uses in this category. Each of these generate a considerable amount of traffic and serve a large volume of customers. They require large parcels with large parking lots. The City's Zoning Ordinance specifies a maximum height of 20 feet for buildings in Neighborhood Commercial Districts (Section 12.08.09). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.
- Community Commercial - This designation is applicable only to parcels exceeding 15 acres. Centers of this size typically serve a larger population and trade area than a Neighborhood Commercial center, and accommodate stores requiring a larger site area than are usually located in such centers. Community Commercial centers will usually also include a supermarket, super-drugstore, and similar stores in addition to a limited number of smaller stores and service establishments. The area indicated for Community

Commercial center uses is located on the south side of West 'A' Street, west of Evans Road. The City's Zoning Ordinance does not currently contain provisions for a District specifically governing centers of this type, although the requirements defined in Section 12.08.09 (Neighborhood Commercial Districts) will be applicable until any new Section is prepared and adopted. The same minimum net site area per peak period employee and the same maximum F.A.R. of 0.8 as indicated for Neighborhood Commercial uses is proposed.

- Highway Commercial (HC) - These uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments which provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to (and primarily on the east side of) I-80 and its access ramps where they are easily accessible by car and highly visible from the roadway. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Highway Commercial Districts (Section 12.10.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.
- Commercial Services (SC) - This category provides space for a variety of activities ranging from small scale commercial service establishments to larger operations of a semi-industrial character. These areas are not ideal neighbors for residential uses. Examples of typical uses include automobile repair, glass shops, plumbing shops, cleaning and dyeing, and similar establishments. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Commercial Services Districts (Section 12.11.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.

Commercial land uses are distinguished by scale and character, rather than by use. For example, many retail stores are appropriate in each of the Commercial sub-categories, but this should not be interpreted as recommending identical uses in each sub-category. Uses within each sub-category should be similar in terms of character and scale. For example, a bakery or small specialty store is appropriate in Downtown, while stores requiring larger floor area and generating a larger sales volume are appropriate uses in a Neighborhood Commercial area. Similarly, restaurants are appropriate uses in the Downtown area, while motels and tourist-oriented fast-service restaurants are only appropriate in Highway Commercial areas.

One additional type of use indicated on the General Plan Map is the Core Area Mixed Use (MU) designation. The purpose of this designation (which is directly related to the PMU [Planned Mixed Use] district contained in the City's Zoning Ordinance in Chapter 12.12) is to encourage the adaptive reuse of older residential structures adjacent to the Downtown area as offices and retail uses, and to recognize and protect the unique character of the older architectural styles at the Downtown fringe. The objective is to preserve and enhance a harmonious mingling of office and retail uses with adjoining residential uses. No maximum site area coverage requirement is currently stated for this area and type of mixed use in the City's Zoning Ordinance, although a height limit of three stories or 36 feet is defined (see Section 12.12.08). A minimum requirement of 750 square feet of net site area per peak period employee or occupant is proposed, with an FAR of 2.0.

**G. IMPLEMENTATION**

**Industrial**

- A. Amend the Dixon Zoning Ordinance and map and Subdivision Ordinance to achieve consistency with the Dixon General Plan map and industrial land use classifications.
- B. Strictly enforce the City's standards for the design, landscaping and decorative screening of unsightly open storage areas or processing operations. Periodically review these standards to determine whether they are adequate or in need of amendment. Develop and enforce similar standards for other visually disruptive uses in the Planning Area.
- C. Encourage and promote continued agricultural use and production in vacant areas designated for industrial use.
- D. Require the inclusion of economic considerations as part of the environmental assessment for any proposed industrial development in the Dixon Planning Area.

**Commercial**

- E. Amend the Dixon Zoning Ordinance and map and Subdivision Ordinance to achieve consistency with the Dixon General Plan map and commercial land use classifications.
- F. Review all proposals for commercial development to ensure that the proposed development can be adequately served by the existing infrastructure, or provide the opportunity for builder mitigation.
- G. Require the inclusion of economic considerations within the environmental assessment developed for any proposal to construct a new neighborhood shopping center or any commercial development in the Dixon Planning Area.
- H. Focus the economic impact report on the short- and long-range effects of the proposed project on existing commercial development, and particularly on the economic health and viability of the Downtown area. Include in the report an analysis of the effects of the proposed new development on the fiscal condition of the City.

**Downtown Area**

- I. Encourage downtown property owners and business owners to prepare and adopt a Downtown Design Concept Plan as a basis for defining criteria and standards of appearance to be met by new developments and substantial renovation of existing structures.

**General**

- J. Encourage the maintenance of a streamlined and efficient permit process.

## VI. TRANSPORTATION AND CIRCULATION

### A. SETTING

#### Regional Access

Dixon is located on the Interstate 80 corridor connecting San Francisco and Sacramento. The Dixon Planning Area is served by the following five I-80 interchanges:

Pedrick Road;  
State Highway 113 (North First Street);  
Pitt School Road;  
Dixon Avenue; and  
Midway Road.

Secondary regional access to Dixon is provided by State Highway 113, which extends in a north-south orientation between State Highway 12 in Solano County to State Highway 99 in Sutter County. Through Dixon, State Highway 113 is two lanes wide, with a center two-way left turn lane provided between the Southern Pacific Railroad tracks and Industrial Way. State Highway 113 (First Street) is designated as a Principal Arterial.

#### Local Circulation

The local street system in the Dixon Planning Area is primarily developed on a north-south/east-west grid system. Dixon Avenue, H Street and Stratford Avenue provide principal east-west circulation in Dixon. Pitt School Road, Lincoln Street, Almond Street, Adams Street and First Street provide principal north-south circulation. Existing 24-hour traffic volumes on key Dixon roadways are shown in Appendix E.

Arterial roadways serve intracity circulation requirements, and are designed to carry relatively large volumes of traffic (up to 20,000 ADT), to receive from, and distribute to, the collector streets traffic with origins and destinations in different sections of the city, or to conduct traffic between the city and the freeway (I-80) or highway (State Highway 113) network. Collector streets carry less traffic, and provide convenient and appropriately designed linkages between local streets and the arterials. North Adams Street, "A" Street and Pitt School Road are classified as minor arterials. The following roadways are classified as collectors:

Stratford Avenue	Industrial Way
North Lincoln Street	South Lincoln Street
North Almond Street	South Almond Street
"H" Street	Porter Road
North Fourth Street	East "C" Street
Hillview Drive	North Fifth Street
Doyle Lane ("A" Street to "C" Street)	
Parkgreen Drive (North Lincoln Street to Stratford Avenue)	

## VI. TRANSPORTATION AND CIRCULATION

Railroad tracks generally parallel I-80 in a northeast-southwest configuration and traverse the city near the downtown area. The only street crossings of the railroad tracks are located on North First Street and West Dixon Avenue. Because of the limited number of crossings, access between the eastern and western portions of the city can be limited when trains pass through.

### Rail Service

The Southern Pacific Railroad provides freight service to Dixon. Rail passenger service is not provided to Dixon, although through passenger trains utilize the rail line through the city.

### Transit Service

Dixon is not currently served by regularly scheduled public transit service. The City of Dixon operates a general public dial-a-ride system (Readi-Ride). The service operates within the city limits and, to a limited extent, to immediately adjacent unincorporated areas. Ridership consists primarily of school-age children, handicapped residents and seniors. About 100 trips per day are typically provided. City Link to Vacaville, Davis and Fairfield provides two stops in Dixon, and a Park-and-Ride lot is proposed on the west side of I-80 at Pitt School Road.

### Bikeways

The City of Dixon has recently approved a Bikeways Master Plan which will be used to plan future extensions of the existing system and provide coordination with a regional bikeways plan. It will also be used in conjunction with the Dixon Unified School District to develop a "Suggested Route to School". A bike lane striping and delineation project is scheduled to be completed in 1993 using Transportation Development Act (TDA) Article 3 funding, and additional TDA funds have also been requested for another project along North First Street to construct bike lanes in conjunction with the North First Street Assessment District. A longer-term project is an inter-city bike path parallel to the Southern Pacific Railroad between the cities of Davis and Vacaville.

### Roadway Design Criteria

Design criteria for typical street sections in the City of Dixon are as follows:

<u>Street Type</u>	<u>Street Section Widths</u>		
	<u>Right of Way</u>	<u>Curb face to Curb face</u>	<u>Sidewalk to face of curb</u>
State Route 113	100 feet	80 feet	6 - 7 feet
Arterial	90 feet	76 feet	6 - 7 feet
Collector/Commercial	64 feet	50 feet	6 - 7 feet
Local Collector	52 feet	40 feet	5 - 7 feet
Industrial	50 feet	48 feet	0 - 7 feet
Residential/Cul-de-sac	48 feet	36 feet	varies

Source: "Design Standards", City of Dixon Department of Public Works,  
Drawing No. H-1, Typical Street Sections, 1/24/89, revised 10/1/91.

### Trip Reduction Ordinance

The City of Dixon has adopted a Trip Reduction Ordinance (Ordinance No. 9203) which establishes Transportation System Management (TSM) requirements for employers located in the City of Dixon. The primary objective of the program is to reduce traffic congestion and vehicle emissions by reducing peak period traffic. Employers with 25 or more employees are required to post information concerning the availability and benefits of alternative commute modes, and to designate a Transportation Coordinator to coordinate with local transit and ridesharing agencies. Employers of 100 or more employees are also required to file a Transportation Management Plan which includes a description of TSM measures that will be implemented by the employer during the following year and a status report on current employee commute modes.

### B. PROJECTIONS

As those portions of the Planning Area which have been designated for future development are built-out, additional streets and roadway improvements which would be required to adequately serve those development would be added to the local transportation network. In the North First Street Assessment District, for example, the following roadway improvements are anticipated:

- ◆ Widening North First Street to four lanes between North Adams Street and I-80;
- ◆ Improving Vaughn Road to one-half of an ultimate four-lane section between North First Street and the Southern Pacific Railroad tracks;
- ◆ Extending North Lincoln Street to Vaughn Road;
- ◆ Improving Vaughn Road west of North First Street;
- ◆ Reconstructing Cattleman's Drive as Collector B on a new alignment south of its current alignment; and
- ◆ Constructing East "H" Street from North First Street to the Southern Pacific Railroad tracks.

### C. ISSUES

The primary issues related to transportation and circulation in Dixon are:

- How to accommodate growth while maintaining or improving existing levels of service along the local circulation network.
- How to improve and expand the existing road network to serve existing and future land uses safely and efficiently.

### D. GOALS

The primary transportation and circulation goals are:

- To maintain or improve existing levels of service along the local circulation network.

## VI. TRANSPORTATION AND CIRCULATION

- To provide a safe and efficient circulation system that provides access to residential, commercial, industrial and recreational area by all modes of travel.

### E. POLICIES

1. The City shall ensure that Dixon's existing and proposed street configuration and highway network maintains traffic operations at Level of Service "C" or better, while acknowledging that this objective may be difficult to achieve in those locations where traffic currently operates at Levels of Service below "C" for limited periods of time. Achieving this policy will require a variety of traffic improvements, including:
  - ◆ Improving existing arterials;
  - ◆ Construction of arterials and collector streets in newly developing areas; and
  - ◆ Intersection improvements.
2. The City shall provide additional transportation alternatives to the private automobile (an improved transit system, park-and-ride lots, bicycle facilities, etc.)
3. The City shall encourage the continued development and expansion of local public bus/van transit systems, if it can be demonstrated that the service can be financially supported. New development should be designed to maximize access and use of public transit, where feasible.
4. The City shall support cycling as a transportation mode which promotes personal health, recreation and enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing bikeway facilities in accordance with the Bikeways Master Plan, and shall provide connections to newly developed areas, where feasible.
5. The City shall support walking as a transportation mode which promotes personal health and recreational enjoyment while minimizing energy consumption and air pollution. The City shall improve and expand existing pedestrian facilities and provide connections to newly developed areas, where feasible.
6. The City shall pursue the relocation of State Highway 113 from First Street to Pedrick Road. In the short-term, the City shall encourage the designation of alternative routes for through truck traffic to avoid conflicts within the Downtown area.
7. The City shall pursue the construction of grade separated rail crossings within the Planning Area.
8. The City shall explore the possibility of establishing a railroad station within the Planning Area.
9. The City shall explore the possibility of improving I-80 ramp connections.
10. The City shall make maximum use of the existing transportation system and existing rights-of-way.

## VI. TRANSPORTATION AND CIRCULATION

11. The City shall establish and implement uniform standards for street improvements and new roadway construction.
12. The City shall cooperate with Caltrans and other agencies to ensure that transportation facilities are constructed and maintained to appropriate standards.
13. The City shall provide adequate capacity on arterials and collectors to discourage diversion to local streets.

### F. GENERAL PLAN MAP

The General Plan map indicates the location of major existing and proposed circulation routes within the Planning Area. Although the General Plan calls for the City to pursue the construction of grade separated railroad crossings within the Planning Area, a definite location for such crossings have not been determined. A formal study which is intended to identify suitable locations for such railroad crossings is currently in progress.

### G. IMPLEMENTATION

- A. A combination of developer dedications and new special assessment districts can provide an equitable approach to financing roadway and circulation improvements. Implementation of such a financing plan will first require the completion of a comprehensive traffic improvements plan for the Dixon area. Some improvements will benefit the entire area, while others will benefit sub-areas or specific parcels. The traffic improvement plan should specify the extent of benefit each improvement provides, by area. These benefit classifications can form the basis of special assessment districts.
- B. Monitor traffic volumes on local streets in residential areas, particularly east-west streets such as West H Street and Stratford Avenue, to determine the extent of any undesirable diversion of cross-town traffic from the arterial system.
- C. If warranted, initiate measures to discourage through-traffic on residential streets and collectors. These efforts could include traffic control devices such as diverters, reduced speed limits, additional stop signs and similar traffic management devices.
- D. Initiate discussions with Caltrans to seek supplemental access to and from the eastbound lanes of I-80 to serve the planned non-residential areas shown on the General Plan map, particularly those to the north of the Pitt School Road interchange, as well as those in the south-west area. Possible improvements include expansion or redesign of interchanges to permit more direct access to these areas.
- E. Maintain liaison and discussions with Caltrans and Solano County to continue efforts to designate a through truck route on Pedrick Road as an alternative to First Street.
- F. Request approval from the California Public Utilities Commission for new grade separated railroad crossings.

## VI. TRANSPORTATION AND CIRCULATION

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## VII. PUBLIC SERVICES AND FACILITIES

### A. SETTING

#### Sanitary Sewerage Facilities

Wastewater generated in Dixon is collected by sewer lines varying in size from 6 to 15 inches in diameter. Once collected, the sewage is transported by a 27-inch outfall line to the wastewater treatment plant located approximately 2.5 miles south of the city. Based on new State Water Quality Control Board requirements, the wastewater collection system does not have adequate capacity to meet current needs.

#### Water Supply

Water is supplied within the Dixon Planning Area by two water purveyors:

- A joint agreement between the City of Dixon and the Solano Irrigation District created the Dixon-Solano Municipal Water Service (DSMWS), which currently serves the Dixon Industrial Park, the Watson Ranch Subdivision, the Pheasant Run Subdivision and portions of the West A Street Assessment District and the Regency and Connemara subdivisions. This system will also provide water to most newly developing portions of the Dixon Planning Area. All water in the Dixon-Solano Municipal Water Service area is groundwater from naturally occurring aquifers. Three wells pump this water from hundreds of feet below the ground surface into the distribution system. The total capacity of these wells is 3,990 gallons per minute while providing a pressure range of 57 to 61 pounds per square inch. Total water sold in 1992 was 575 acre-feet of water, or approximately 187,080,300 gallons.
- The California Water Service Company serves the remainder of the developed land within the Dixon city limits. Future water service by this company is limited to current service boundaries. Most of the land within the Central Dixon Redevelopment Project is located within this company's service area. The California Water Service Company operates eight wells in the Dixon area. These wells have the capacity to produce approximately 5,760 gallons of water per minute at a pressure ranging from 40 to 50 pounds per square inch. This production capacity can provide for an average of 1,349,000 gallons of water per day, or a total of approximately 492,000,000 gallons of water per year.

Water is produced from alluvial deposits recharged from rainfall and irrigation of the Sacramento Valley floor area. The groundwater quality in the area is very good, with natural filtration taking place as water percolates through the porous layers of the soil. Because the water is drawn from deep, protected aquifers, very little, if any, treatment is required to ensure a safe, palatable supply. Chlorine is added to the domestic water supply to provide residual disinfection in system pipelines. The wells generally have very high yields, ranging from several hundred to more than 1,000 gallons per minute.

### Drainage

Dixon is located on an alluvial fan formed by Putah Creek, located north of the city. The gentle slope is to the southeast, and drainage follows the courses of Dickson Creek and Dudley Creek, by way of canals and sloughs, to the Sacramento River. These facilities, operated by the Dixon Resource Conservation District (DRCD) transport runoff from the city and agricultural areas into a drainage canal operated by Reclamation District 2068, which then delivered the runoff to the Sacramento River via Haas and Cache Sloughs. The current agreement between the City and the DRCD limits runoff allowed into the system at the Dixon Main Drain.

### Parks and Recreation

The City of Dixon currently has four parks which serve the local area:

<u>Park</u>	<u>Total Acres</u>	<u>Developed Acres</u>	<u>Facilities</u>	<u>Operated by</u>
Hall Park	65.0	32.0	Tennis Courts Ball Fields Swimming Pool Open Play Area Children's Playground Picnic Areas Amphitheater	City of Dixon
Northwest Park*	22.5	22.5	Soccer Field	City of Dixon
Women's Improvement Club Park	1.0	1.0	Picnic Area	City of Dixon
Linear Park	1.4	1.4	Para Course	City of Dixon
<b>TOTAL</b>	<b>89.9</b>	<b>56.9</b>		

\*Portions of this park serve as a retention basin to regulate flood flows in the drainage system.

In addition to these facilities, the Dixon Unified School District owns and maintains Westside Park (a one-acre portion of the Silveyville School site), which includes picnic grounds and grassy play areas.

Parkland dedication/acquisition and development fees are imposed on all new residential developments.

### Public Safety (Police and Fire Protection)

The Dixon Police Department serves the City of Dixon, and responds as needed to urgent calls in adjacent unincorporated areas. It employs 17 sworn officers (11 patrol officers, 3 sergeants, 2 lieutenants and a chief) organized in three beats, and 4 non-sworn personnel. The Police Department occupies a new station on South Jackson at A Street, with the capacity to accommodate 21,000 square feet of floor space and a total force of approximately 60 sworn and unsworn personnel.

The City of Dixon operates the Dixon Fire Department which serves the City of Dixon. The Dixon Fire District, which serves a 300-square mile rural area extending from Winters to Rio Vista in northern Solano County, contracts with the City for fire protection. The department's main station, with bays for six fire engines, is located on North Jackson Street between A and B Streets east of the Southern Pacific Railroad tracks in central Dixon. A three-bay unmanned downtown station is located west of the railroad tracks, but this facility is used primarily for storage. A rural District-owned station is located on Padden Road eight miles west of the city. The Department has a force of four paid and 56 volunteer firefighters, and one part-time office clerk. The City hopes to increase its proportion of professional staff. A significant portion of the Dixon Fire Department's workload is in response to emergencies on I-80, both medical and fire.

The City intends to relocate the main fire station to a site north of the railroad tracks near Industrial Way/North First Street/Regency Parkway.

The City collects an AB 1600 fire protection impact fee on new development to fund the expansion of fire protection facilities.

The Dixon area is served by Foothill Ambulance, which provides basic and advanced life support, emergency and non-emergency service. The ambulance service is based in Davis, and the average response time for emergency calls originating in Dixon is approximately 12 minutes.

### Public Schools

The Dixon Unified School District serves Dixon and the northern portion of Solano County, an area of approximately 200 square miles. It operates six schools, all located within Dixon. The District is expanding its facilities rapidly to serve a growing population, having recently completed a new elementary school to be operated year-round, and a Continuation High School. Another new elementary school was planned for a site north of Kent Court and west of Fountain Way, although the property has not been purchased, and the proposal is currently in abeyance. Student enrollment in 1992 (CBEDS) in grades K-12 was 3,006, and the capacity of existing educational facilities in the District is 3,332 students, divided among the five schools as follows:

<u>Facility</u>	<u>Capacity</u>
Silveyville Primary School	684 students
Anderson Elementary School	660 students
Tremont Elementary School	380 students
C.A. Jacobs Middle School	756 students
Dixon High School	<u>852 students</u>
<b>TOTAL</b>	<b>3,332 students</b>

## VII. PUBLIC SERVICES AND FACILITIES

In addition, the Maine Prairie Continuation High School has the capacity to accommodate 45 students.

The District intends to reallocate grades among its schools so as to gradually achieve a uniform K-5, 6-8, 9-12 grade structure.

### **Solid Waste Collection and Disposal**

A private waste disposal company (Dixon Sanitary Service) serves the Dixon area. There is generally one collection per week in residential, commercial and light industrial area, although the frequency of collection increases to three times per week in commercial and industrial areas.

The solid waste collected in the Dixon area is transported to the B&J Landfill located at 6426 Hay Road, approximately eight miles south of Dixon. This landfill operates under a Class II-2 Permit, which allows for the disposal of municipal waste. The remaining life-expectancy of this landfill is 45 to 50 years. However, if proposed plans to import solid waste from the City of Vallejo and areas beyond Solano County are implemented, the life expectancy of this landfill will be significantly reduced.

### **B. PROJECTIONS**

A projected population increase of nearly 100 percent between 1990 and 2010 would result in increased traffic and an increase in the demand for all public services within the Dixon Planning Area. Although it will be possible to require new development to pay the costs associated with providing the services which such development will require through the assessment of impact fees, such fees can only be used for the construction, operation and maintenance of facilities and the provision of services which are directly related to the new development. It will not be possible to ask developers (who would be able to pass impact fees along to future residents with the price of their homes) to provide the funds necessary to upgrade the existing level of public services within the community beyond any improvement which might coincide with the payment of impact fees which are directly associated with their developments.

### **Sanitary Sewerage Facilities**

Additional development and increased population and employment in Dixon will require improvements to the wastewater treatment plant and the sewer main system.

### **Water Supply**

Demands for water service as a result of new development within the Dixon Planning Area will call for modifications to be made in the delivery and pumping systems of the Dixon-Solano Municipal Water Service. The California Water Service Company will not be impacted by development.

### Drainage

With additional development in the Dixon Planning Area, the number of acres covered with impervious surfaces would increase, with a corresponding increase in the volume of storm water runoff which would need to be collected and disposed of via the local and regional drainage networks.

### Parks and Recreation

A growing population in Dixon will place increased demands on local parks and recreational facilities. In addition, as the age characteristics of the local population shift, an increased variety of recreational facilities and activities may be in demand. Based on a projected population of approximately 20,325 in the year 2010, and using the standard of 5 acres of developed recreational facilities per 1,000 residents, the Dixon Planning Area would need a total of approximately 102 acres of developed park lands and recreational facilities by the end of the planning period.

### Public Safety (Police and Fire Protection)

Increased development within the Dixon area would place increased demands on the Dixon Police Department. Additional personnel and equipment may be required to maintain an adequate level of police protection within the Dixon Planning Area.

Additional development would result in an increased need for fire protection and emergency services in the Dixon Planning Area. In order to maintain an adequate level of fire protection service, additional firefighters and equipment may be necessary.

A new fire station in both the Southwest and Northeast annexation areas would be needed to maintain reasonable and adequate response times.

### Public Schools

Additional residential development in the Dixon area will necessitate the construction of additional classrooms and other facilities, since existing school facilities are currently operating at or above capacity. As the number of students increases, the demand for additional teachers, administrators and support staff would also be expected to increase proportionately.

In developing new educational facilities, the Dixon Unified School District intends to limit student capacities to 650 at elementary schools, 1,000 at the middle school and 1,600 at the high school. For planning purposes, the District has established the following student yield factors:

<u>Grade Level</u>	<u>Students per Household</u>
K - 5	0.35 Single Family, 0.21 Multi-Family
6 - 8	0.15 Single Family, 0.10 Multi-Family
9 - 12	0.20 Single Family, 0.12 Multi-Family
<u>TOTAL</u>	0.70 Single Family, 0.42 Multi-Family

## VII. PUBLIC SERVICES AND FACILITIES

The future demand for schools may vary, depending on the actual number and types of housing units which are actually constructed. Based on student generation rates established by the Dixon Unified School District, the development of an estimated 2,499 housing units between 1996 and 2010 would add an estimated 1,610 public school students in grades K - 12 to the local school district. Approximately 800 of these students would be in grades K - 5, 350 of these students would be in grades 6 - 8, and 460 of these students would be in grades 9 - 12.

A Mello-Roos Community Facilities District has been formed embracing the recently-annexed western and northern portions of the city which collects an annual special tax of \$0.2575 per square foot to fund school facilities. Outside of the Mello-Roos district, the School District collects a one-time school impact mitigation fee of \$1.65 per square foot on new residential construction. In order to raise sufficient funds in advance of development so as to be able to purchase sites when needed, the School District is considering issuing certificates of participation.

If these projections (which do not account for possible school-age population increases in the rural areas of the District) prove accurate, this increase in student population would require the construction of two additional elementary schools (each requiring a site of at least 10 usable acres), expanding student capacity at the C.A. Jacobs Middle School, and expanding student capacity at Dixon High School (partially through the use of classroom space at Anderson Elementary School, in conjunction with the construction of a new elementary school). The size of school sites may vary, and the actual location of future school sites would be related to actual development patterns.

Population growth within the Dixon Planning Area would also be expected to increase the demand for post-secondary educational opportunities in the local area.

### Solid Waste Collection and Disposal

New development of the magnitude anticipated under the General Plan would not have adverse effects on the local solid waste collection service, although the increased volume of solid waste which would require disposal would shorten the expected life of the landfill currently in use.

## C. ISSUES

The primary issue related to the provision of public services in Dixon is:

- How will growth be accommodated while maintaining (or improving) the current level of public services within the Dixon Planning Area?

## D. GOALS

The central goal of this chapter is:

- Provide an adequate level of public services and facilities to ensure the continued health, education, welfare and safety of all local residents.

### E. POLICIES

#### General

1. The City shall create a system of public service provision which will:
  - ◆ Support and encourage a contiguous pattern of land use, and discourage premature development;
  - ◆ Maintain or improve current service standards; and
  - ◆ Minimize potential environmental, fiscal and social impacts.
2. New development shall pay its fair share of the costs of all required public facilities and services by means of adequate mitigation fees. An equitable basis for allocating costs between new development and existing areas will be defined where capital improvements raise the quality of existing service or remedies an existing problem in service provision. However, the premature upgrading and replacement of all types of facilities and equipment caused by new growth will be the responsibility of the new development.
3. The City shall ensure that public facilities are planned to promote economic development consistent with the overall General Plan and its specific economic development policies.
4. The City shall encourage and control growth to the extent that local service networks can support it.
5. The City shall establish an equitable means of financing facility expansions/capital improvements, and link decisions regarding such expansions and improvements to the policies of the General Plan.

#### Sanitary Sewerage Facilities

6. The City shall ensure that the significant increases in sewage treatment and disposal capacity requirements generated by new development will be provided in a timely, cost-effective and environmentally sound manner. Achieving this policy will require a variety of improvements, including:
  - ◆ Installing major new conveyances;
  - ◆ Expansion of existing sewage treatment capacity; and
  - ◆ Expansion of existing effluent disposal facilities.
7. The City shall ensure that development does not exceed the capacity of the local wastewater treatment facilities.

## VII. PUBLIC SERVICES AND FACILITIES

8. The City shall direct development to those areas which can be efficiently served either by existing wastewater treatment facilities or by one or more satellite plants (to serve areas that the existing wastewater treatment plant cannot readily serve).

### Water Facilities

9. The City shall ensure that the significant increases in water demand generated by new development will be met in a timely, cost-effective and environmentally sound manner. Achieving this policy will require a variety of improvements, including:
  - ◆ Installing new water mains; and
  - ◆ Increasing storage and treatment capacity.
10. The City shall coordinate development activity with the water purveyors to ensure that adequate domestic, commercial/industrial and fire flow requirements are met.
11. The City shall ensure that water improvements and service will continue to be financed with impact fees and service charges.
12. The City shall ensure that development does not exceed the capacity of the local water supply systems.
13. The City shall encourage development which incorporates water conservation features in structures and landscaping.
14. The City shall link growth to the current and projected water supply.

### Drainage

15. The City shall ensure that improvements in drainage facilities and services will be financed from impact fees levied on new development.
16. The City shall ensure that development provides the drainage improvements necessary to accommodate peak flows.

### Parks and Recreation

17. The City shall provide parks and recreational facilities of varying sizes and functions to the citizens of Dixon. The City shall continue to provide a range of recreational programs serving the diverse age and interest groups in the community.
18. The City shall provide for high-quality neighborhood and community parks to meet the recreational, open space, leisure and play needs and desire of existing and future residents.
19. The City shall ensure that parks and recreational facilities are distributed conveniently throughout the City, in order to facilitate pedestrian access for children, elderly residents and handicapped residents.

20. The City shall ensure an equitable distribution of parks and recreational facilities throughout the City.
21. The City shall ensure that at full development, each neighborhood area has local recreational facilities to provide a range of residential densities generally proportional to the overall city-wide distribution.
22. The City shall provide for community facilities (i.e. activity centers, arts/cultural facilities, etc.).
23. The City shall maintain a ratio of at least 5 acres of park land for each 1,000 Dixon residents.
24. The City shall require proponents of new development projects to contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of parkland or through the payment of fees in-lieu of such dedications. When project proponents are also required to dedicate land for educational facilities, the fact that some dedicated land may eventually be utilized on a dual basis as community recreational facilities and as school grounds should in no way reduce the total amount of land which must be dedicated exclusively for park or recreational use or reduce the site area requirements for a school site.

### **Public Safety (Police and Fire Protection)**

25. The City shall strive to maintain police protection standards to assure the citizens of Dixon a high level of police protection, based on a reasonable and realistic allocation of available City funds.
26. The City shall ensure that development within the Dixon Planning Area does not exceed the capability of the Dixon Police Department to provide an adequate level of police protection.
27. The City shall strive to maintain a police staffing level consistent with city needs.
28. The City shall ensure that new development incorporates street layouts which provide adequate emergency access, distinct street names and visible address markings.
29. The City shall ensure that development within the Dixon Planning Area does not exceed the capability of the Dixon Fire Department to provide an adequate level of fire protection.
30. The City shall ensure that the water system will provide flow adequate for fire suppression for the types of structures and uses anticipated prior to approving new development. New commercial and industrial structures will be limited to locations where water supply is adequate for fire suppression. Where water supply in existing subdivided areas does not meet current standards for fire flow, improvement measures will be pursued.

## VII. PUBLIC SERVICES AND FACILITIES

31. The City shall strive to maintain the following fire protection standards:
  - ◆ Engine response time consistent with ISO criteria;
  - ◆ A firefighter staffing level consistent with the type of fire department and ISO standards for communities similar to Dixon in relationship to actual needs.
  - ◆ A requirement for built-in protection for commercial building in excess of 4,000 square feet;
  - ◆ The spacing of fire stations consistent with recommended ISO standards, with each station on an adequate site, with the appropriate firefighting equipment; and
  - ◆ Water storage and distribution systems capable of providing 4,000 gallons per minute of sustained flow for at least two hours.
32. The City shall require proponents of new development projects to contribute to the maintenance of an adequate level of public safety within the community, generally through the payment of the appropriate impact fees.

### Schools

33. The City shall require proponents of new development projects to contribute to the acquisition of sufficient land to enable the construction of those educational facilities which would be necessary to accommodate students from such projects, either through the dedication of land or through the payment of in-lieu fees. When project proponents are also required to dedicate land for parks or recreational facilities, such dedications shall in no way be used to reduce the total amount of land which must be dedicated exclusively for educational facilities, even in instances where such lands are immediately adjacent to the proposed educational facilities.
34. Prior to considering or approving any development project, the City shall require a developer to obtain a certification from the Dixon Unified School District that all major requirements imposed by the District, regarding the assurance of adequate school facilities for future residents, have been met.
35. The City shall cooperate with the Dixon Unified School District to promote the provision of adequate school facilities, and to define equitable and supportable funding mechanisms where this does not conflict with other financing requirements.
36. The City shall ensure that residential growth does not exceed the capabilities or capacities of the Dixon Unified School District to provide adequate educational facilities.
37. The City shall provide a mechanism for promoting a partnership between the Dixon Unified School District and the City for achieving adequate educational facilities.
38. The City shall cooperate with the Dixon Library to promote the provision of adequate library facilities, and to define equitable and supportable funding mechanisms where this does not conflict with other financing requirements.

## VII. PUBLIC SERVICES AND FACILITIES

### F. GENERAL PLAN MAP

The General Plan map indicates the locational patterns of existing and proposed public facilities and uses under three designations, as defined below:

- Governmental/Institutional (▲) - This designation is applicable to property owned and operated by the City, Solano County, State and Federal agencies, special districts (other than the Dixon Unified School District), and public utilities. These include among others, the City Hall, Police Department facility, fire protection facilities, the Library, well sites, pump stations, water tanks, City and county corporation yards, the Silveyville Cemetery, the Dixon May Fairgrounds, and the Post Office.
- Parks (P) - This designation is applicable to all City-owned property intended to be developed for recreational uses. These areas include, but are not necessarily limited to, Hall Memorial Park, Northwest Park, Women's Improvement Club Park, and future park sites in the Pheasant Run, Schooner Ridge, Southwest and South Park areas. A circular symbol is used where the future location remains to be specifically determined. The Linear Park is not shown graphically on the General Plan map.
- School Buildings/Play Areas (S) - This designation is applicable to all property and facilities currently owned and operated by the Dixon Unified School District, together with locations proposed for future school facilities. The General Plan map reflects this designation on the sites of the Silveyville Primary School, Anderson Elementary School, Tremont Elementary School, C.A. Jacobs Middle School, and the Dixon High School. Future school facilities are indicated in four other locations, one in the Connemara tract, two in the South Park annexation area (a continuation high school and an elementary school), and one (shown symbolically) in the Southwest annexation area.

### G. IMPLEMENTATION

#### General

- A. Adopt a comprehensive capital improvements program (5-year and 20-year, updated annually) and financing plan geared to accommodating projected development demands and needs, and placing little or no burden upon existing residents in Dixon.

#### Sanitary Sewerage Facilities

- B. A combination of development fees and special new assessment districts can provide an equitable approach to financing sanitation improvements. Some improvements, such as expanded capacity, will benefit all the newly developing areas, while others, such as conveyances, will benefit sub-areas or specific parcels. The City must specify the properties which benefit from each improvement. These benefit groups can form the basis of the special assessment districts required.

### Water Facilities

- C. Work closely with the Solano Irrigation District and through the Dixon-Solano Municipal Water Service to ensure that the safe yield of the groundwater aquifer is not jeopardized.
- D. Encourage the Dixon-Solano Municipal Water Service and the California Water Service Company to undertake water conservation programs in conjunction with other agencies or groups, aimed at educating residents on water conservation techniques and the savings accrued by these procedures.

### Drainage

- E. Review all proposed development projects to ensure that adequate provisions have been included to accommodate peak flows and to ensure that proposed development will not significantly impact downstream lands.

### Parks and Recreation

- F. Require developers of new residential subdivisions to dedicate land and pay fees for the development of parkland or pay a comprehensive fee in lieu of dedication for the acquisition and development of recreational facilities required to serve the new population.
- G. Review the present ordinances relating to park dedication development fees and update them, if necessary, to reflect the current costs of facility expansion to satisfy required standards.
- H. Encourage and continue certain appropriate joint use and/or joint-power approaches to providing facilities with the Dixon Unified School District (i.e., a new swimming pool).
- I. Consider the use of Landscaping and Lighting Maintenance Districts (LLMDs) as a means of funding park maintenance.

### Public Safety (Police and Fire Protection)

- J. General Fund revenues may not be adequate to provide the level of police and fire protection desired by the community. Several funding options should be considered for maintaining adequate service standards in existing and newly developed areas, including, but not necessarily limited to, special taxes, benefit assessment districts, impact fees and utility users taxes.

### Schools

- K. The Dixon Unified School District is responsible for determining its own fee schedules. Under current state law, school districts have independent authority to impose developer fees of up to \$1.65 per square foot of new residential development and \$0.28 per square foot of new commercial/industrial development.

## VII. PUBLIC SERVICES AND FACILITIES

- L. The School Facilities Master Plan prepared by the Dixon Unified School District should be submitted to the City and the School District Board for joint approval and subsequent implementation.
- M. The City should impose impact fees on all new development, as per Resolution #92-105.
- N. The City shall require developers of new residential subdivisions to provide land or pay a comprehensive fee in lieu of dedication for the acquisition of land for the development of those educational facilities which will be needed to accommodate students from such development.

## **VII. PUBLIC SERVICES AND FACILITIES**

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## **GLOSSARY**

From the California General Plan Glossary,  
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### **Acceptable Risk**

A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

### **Acres, Gross**

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way, public open space or dedicated streets.

### **Acres, Net**

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

### **Affordable Housing**

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

### **Affordability Requirements**

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

### **Agriculture**

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

### **Air Pollution**

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

**Ambient**

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

**Annex**

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

**Apartment**

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner-occupied, that includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

**Appropriate**

An act, condition, or state that is considered suitable.

**Aquifer**

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

**Archaeological**

Relating to the material remains of past human life, culture, or activities.

**Arterial**

Medium speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

**Assisted Housing**

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221 (d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus

programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

### **Bikeways**

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

### **Building**

Any structure used or intended for supporting or sheltering and use or occupancy.

### **CALTRANS**

California Department of Transportation

### **Capital Improvements Program (CIP)**

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

### **Census**

The official decennial enumeration of the population conducted by the federal government.

### **Character**

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

### **Circulation Element**

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

### **City**

City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system).

**Collector**

Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

**Commercial**

A land use classification that permits facilities for the buying and selling of commodities and services.

**Community Facilities District**

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

**Conservation**

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

**Conservation Element**

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, mineral, and other natural resources.

**Consistent**

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

**County**

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county, or may refer to the geographical area of a county (e.g., the county's road system).

**Criterion**

A standard upon which a judgement or decision may be based

### **Dedication**

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

### **Density, Residential**

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

### **Density Bonus**

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

### **Developer**

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of land or the creation of the building space is in itself a business and is not incidental to another business or activity.

### **Development**

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

### **Discourage**

To advise or persuade to refrain from.

### **District**

(1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

**Duplex**

A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

**Dwelling Unit**

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Eminent Domain**

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

**Encourage**

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

**Endangered Species**

A species of animal or plant is considered endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Enhance**

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

**Environmental Impact Report (EIR)**

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

**Erosion**

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of the earth.

**Exaction**

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

## **Farmland**

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below - except Grazing Land - do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

### *Prime Farmland*

Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.

### *Farmland of Statewide Importance*

Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

### *Unique Farmland*

Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

### *Farmland of Local Importance*

Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

### *Grazing Land*

Land on which the existing vegetation, whether grown naturally or through management, is suitable for the grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

**Fault**

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

**Flood, 100-Year**

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

**Flood Plain**

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

**Floor Area Ratio**

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, and FAR of 1.5 would allow 15,000 square feet of floor area; and FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

**Gateway**

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

**General Plan**

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan", "Comprehensive Plan", or "Master Plan".

**Goal**

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

**Groundwater**

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

**Groundwater Recharge**

The natural process of infiltration and percolation of rainwater from land area or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

**Growth Management**

The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

**Habitat**

The physical location or type of environment in which an organism or biological population lives or occurs.

**Handicapped**

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate living conditions.

**Hazardous Material**

Any substance that, because of its quality, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

**Highway**

High-speed, high-capacity, limited access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

**Historic, Historical**

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

### **Household**

All those persons - related and unrelated - who occupy a single housing unit.

### **Housing Element**

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

### **Housing Unit**

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

### **Identity**

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

### **Impact**

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

### **Impact Fee**

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

### **Implementation**

Actions, procedures, programs, or techniques that carry out policies.

### **Industrial**

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

### **Infill Development**

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

### **Infrastructure**

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

### **Institutional Use**

(1) Publicly or privately owned and operated activities such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

### **Issues**

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

### **Landmark**

(1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

### **Land Use**

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

### **Land Use Element**

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvement programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

**Level of Service**

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service. (2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans".

**Liquefaction**

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid to a liquid state. A type of ground failure that can occur during an earthquake.

**Local Agency Formation Commission (LAFCo)**

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

**Low-income Household**

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

**Mandatory Element**

A component of the General Plan mandated by State law. California State law requires that a General Plan include elements dealing with seven subjects - circulation, conservation, housing, land use, noise, open space, and safety - and specifies to various degrees the information to be incorporated in each element.

**Manufactured Housing**

Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development.

**Mello-Roos Bonds**

Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

**Mitigate**

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mobile Home**

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

**Moderate-income Household**

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

**Multiple Family Building**

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

**National Flood Insurance Program**

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**Neighborhood Park**

City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

**Neighborhood Unit**

According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-

age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

### **Noise**

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is unwanted sound.

### **Noise Attenuation**

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

### **Noise Contour**

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L<sub>dn</sub> (measured in dBA) require noise attenuation in residential development.

### **Noise Element**

One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

### **Office Use**

The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

### **Open Space Element**

One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

### **Open Space Land**

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

### **Ordinance**

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

### **Parcel**

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

### **Parks**

Open space lands whose primary purpose is recreation.

### **Peak Hour/Peak Period**

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

### **Performance Standards**

Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

### **Planned Unit Development (PUD)**

A description of a proposed unified development consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

### **Planning Area**

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the City Limits and potentially annexable land.

### **Planning Commission**

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

### **Policy**

A specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

### **Pollution**

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

### **Professional Offices**

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

### **Pro Rata**

Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development, apportioned to the users of the infrastructure on the basis of projected use.

### **Protect**

To maintain and preserve beneficial uses in their present condition as nearly as possible.

### **Public and Quasi-public Facilities**

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

### **Rare or Endangered Species**

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

### **Redevelop**

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

### **Regional Housing Needs Plan**

A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

### **Rehabilitation**

The repair, preservation, and/or improvement of substandard housing.

### **Residential**

Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

### **Residential, Multiple Family**

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

### **Residential, Single-Family**

A single dwelling unit on a building site.

### **Right-of-way**

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

### **Riparian Lands**

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

### **Risk**

The danger or degree of hazard of potential loss.

### **Runoff**

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

### **Safety Element**

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geological hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

**Sanitary Landfill**

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

**Sanitary Sewer**

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

**Second Unit**

A self-contained living unit, either attached to or detached from, and in addition to, primary residential unit on a single lot. Sometimes called a "Granny Flat".

**Seismic**

Caused by or subject to earthquakes or earth vibrations.

**Seniors**

Persons age 62 and older.

**Shall**

That which is obligatory or necessary.

**Shopping Center**

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

**Should**

Signifies a directive to be honored if at all possible.

**Single-family Dwelling, Attached**

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

**Single-family Dwelling Unit, Detached**

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

### **Site**

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

### **Slope**

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

### **Soil**

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

### **Solid Waste**

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

### **Specific Plan**

Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

### **Sphere of Influence**

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

### **Standards**

(1) A rule or measure establishing a level or quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions - for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

### **Storm Runoff**

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

### **Streets, Major**

The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

### **Streets, Minor**

Local streets are not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

### **Streets, Through**

Streets that extend continuously between other major streets in the community.

### **Structure**

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

### **Subdivision**

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

### **Topography**

Configuration of a surface, including its relief and the position of natural and man-made features.

### **Transit**

The conveyance of persons or goods from one place to another by means of a local, public transportation system,

### **Trees, Street**

Trees strategically planted - usually in parkway strips, medians, or along streets - to enhance the visual quality of a street.

**Trip**

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin - often from home, but not always), and one "attraction end", (destination).

**Trip Generation**

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

**Uniform Building Code**

A national, standard building code that sets forth minimum standards for construction.

**Urban Design**

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

**Urban Services**

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

**Use**

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

**Vacant**

Lands or buildings that are not actively used for any purpose.

**Very Low-income Household**

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

**Volume-to-Capacity Ratio**

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C". At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period".

**Wetlands**

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils".

**Williamson Act**

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

**Zoning**

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

**Zoning District**

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

**Zoning Map**

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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## **APPENDIX A**

### **DOCUMENTS RELATING TO THE ADOPTION OF THE GENERAL PLAN**

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Dec 12, 93-123

Dec. 15, 1993

*Frank C. Crisman*  
CLERK, CITY OF DIXON

RESOLUTION NO. 93-123

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DIXON  
ADOPTING THE DIXON GENERAL PLAN

WHEREAS, pursuant to the provisions of State of Planning and Zoning Laws, it is the function and duty of the City Council of the City of Dixon to adopt a comprehensive, long-term General Plan for the physical development of the City, to be known as the Dixon General Plan; and

WHEREAS, the City Council of the City of Dixon, in the spring of 1991, initiated the updating of the Dixon General Plan to provide the City with adequate criteria and standards to respond to the growth potential of the City, that will logically control Dixon's future destiny and provide a managed approach to development, consistent with Measure B residential growth standards; and

WHEREAS, a General Plan Steering Committee, appointed by the City Council, consisting of representatives from the City Council, Planning Commission, Chamber of Commerce, Dixon Unified School District and general public, held twelve study sessions to assist in formulation of the General Plan; and

WHEREAS, the City Council and/or Planning Commission held eight public meetings and/or hearings, on the update of the General Plan, between October 29, 1991 through April 20, 1993; and

WHEREAS, the City Council and Planning Commission did hold duly noticed joint public hearings on the Dixon General Plan on August 31, 1993, October 6, 1993, and December 8, 1993; and

WHEREAS, the Planning Commission of the City of Dixon, after public hearing on December 8, 1993, certified the Final Environmental Assessment (EIR) as being completed in accordance with CEQA Guidelines and recommended adoption of the Dixon General Plan; and

WHEREAS, the City Council did hold a duly noticed public hearing on the Dixon General Plan on December 14, 1993; and

WHEREAS, the City Council finds that it is in the City's best interest and public health, safety and welfare to approve and adopt the City of Dixon General Plan; and

WHEREAS, the City Council certified the Environmental Assessment (EIR) for the Dixon General Plan is in compliance with the California Environmental Quality Act; and

WHEREAS, Findings and a Statement of Overriding Considerations have been made by the City Council regarding significant environmental effects of the Dixon General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dixon does hereby adopt the Dixon General Plan.

BE IT FURTHER RESOLVED that the City Council does hereby direct the staff to edit, format and print the Dixon General Plan with all City Council approved revisions and with out any other substantive changes

PASSED, APPROVED AND ADOPTED AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF DIXON, HELD ON THE 14TH DAY OF DECEMBER, 1993, BY THE FOLLOWING VOTES:

AYES: CROSS, BUTTERFIELD, FERRERO, BRIANS

NOES: NONE

ABSTAIN: MISTLER

ABSENT: NONE

ATTEST:

Kinda Crisman  
CITY CLERK

Richard Brian  
MAYOR

**DIXON GENERAL PLAN - 1993**  
**FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS**  
**PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
Filed in the Office of the County Clerk of  
Solano County, State of California.

this day of DEC 15 1993

VIRGINIA RYAN, County Clerk  
By Chadwick Deputy

1. On August 2, 1993, the City of Dixon released the Hearing Draft General Plan for public review.
2. On August 2, 1993, the City of Dixon released the Environmental Assessment which evaluated the environmental impacts which may be associated with the implementation of the Hearing Draft General Plan for public review.
3. Two noticed public hearings on the Hearing Draft General Plan and the Environmental Assessment were held on August 31, and October 6, 1993.
4. The City Council and Planning Commission concluded, after the public hearing on October 6, 1993, to proceed with the Final Draft General Plan based on the Hearing Draft General Plan and comments and modifications made through the review process.
5. On October 28, 1993, a Response to Comments document, in which all comments received on the Environmental Assessment during the public review period, was compiled and responses to these comments were completed.
6. On November 24, 1993, the Final Draft General Plan, incorporating changes made in the early public hearings was released for public review.
7. On December 8, 1993, the Planning Commission, after public hearing, recommended certification of the environmental assessment (EIR) and conditional approval of the General Plan.

**Section 2. City Council Findings:**

Based on testimony received at the public hearings and City Council discussions and evaluations, the City Council finds that:

1. Pursuant to the California Environmental Quality Act (CEQA) an environmental impact report (the Environmental Assessment) has been prepared for the Dixon General Plan.

2. The City Council has reviewed and considered the environmental effects associated with the implementation of the Dixon General Plan as discussed in the Environmental Assessment and the Responses to Comments document and finds that the implementation of the Dixon General Plan will have significant environmental effects which may not be fully mitigated. However, the General Plan recognizes the natural growth of the City and that certain accommodations have to be made for this growth. The General Plan embraces the growth criteria for residential growth as set forth by Measure B. The General Plan adopts a policy of limited phased expansion. The intention of such a strategy is to provide improvements to the local economy, correct land use imbalances, provide additional housing opportunities consistent with Measure B as approved by the voters managed the limited expansion of the City as efficiently and effectively as possible.

The new General Plan is a diverse document that will affect people in many different ways and not every person will be in complete agreement with every aspect of the General Plan. The revised and updated General Plan will provide the means for the City to respond to the natural growth of the area. The General Plan will provide the tool to control Dixon's future destiny and provide a balanced approach to development. The General Plan is a document that will provide guidance for the growth of the City. All the potential developments shown on the land use map will not occur immediately but, rather, over a period of time to enable the City to phase development in the proper sequence. The City will periodically review the General Plan to ensure the document meets current needs.

The following impacts are hereby acknowledged:

- A. Development anticipated under the Dixon General Plan would result in the conversion of land which is currently in agricultural uses to urban uses.
- B. The conversion of land which is currently in agricultural uses to urban uses anticipated under the Dixon General Plan would result in the loss of open space.
- C. The conversion of land which is currently in agricultural use to urban uses anticipated under the Dixon General Plan would result in changes in the landscape which may entail visual impacts.
- D. Some local roadways will experience a notable increase in volume of traffic and possible deterioration in existing levels of service as a result of development anticipated under the Dixon General Plan. In some instances, it may not be possible to implement mitigation measures which would effectively maintain existing levels of service on these roadways. The traffic and circulation impacts will be further mitigated through the various Quadrant Specific Plans and such alternatives as Traffic Congestion Management Plans to an acceptable service level.

E. Although it is beyond the power and outside the jurisdiction of the City of Dixon to fully mitigate impacts on the local school system, the Dixon Unified School District may experience increases in student enrollment as a result of anticipated development under the Dixon General Plan. The school impact issue will be further addressed and mitigated through the various Quadrant Specific Plans.

All the other environmental impacts identified in the Environmental Assessment could be mitigated to a "less than significant" level through adherence to the policies defined in the Dixon General Plan and/or through the effective implementation of the appropriate Implementation Measures identified in the Dixon General Plan.

3. The adoption and implementation of the Dixon General Plan would not result in any unmitigated environmental impacts which would jeopardize the health or safety of those living within the community.
4. The adoption and implementation of the Dixon general Plan will promote sound economic development within the City and in the surrounding Planning Area.
5. Under California law, the City of Dixon is required to adopt a General Plan, and to use a legally adequate General Plan to guide land use and development decisions within the community, and it is necessary to update the 1987 General Plan, and to extend the planning period to address the time period from 2005 to 2010 at this time.

December 9, 1993

TO: City Council

FR: Dave Harris, City Manager  
Jim Louie, Community Development Director

**RE: Dixon General Plan Update - 1993**

The Planning Commission, after concluding their public hearing on the Final Draft General Plan on December 8, 1993, made the following recommendations and findings to the City Council:

1. Certified that the Environmental Assessment (EIR) has been completed in compliance with CEQA and that the Planning Commission has reviewed and considered information contained in the Environmental Assessment prior to their recommendation on the General Plan.
2. Provided Planning Commission recommendations for adopting the General Plan, along with preliminary findings consistent with CEQA and recommended changes and modifications as outlined in Exhibit A.

The staff report and minutes of the December 8, 1993 public hearing are attached for additional information.

**CITY COUNCIL ACTION:**

After concluding the public hearing, the City Council may take the following action:

Approve Resolution 93-\_\_\_\_ certifying the Environmental Assessment (EIR) as being in compliance with CEQA and adopt the Dixon General Plan. Additionally, Findings and Statement of Overriding Considerations are approved consistent with CEQA.

**EXHIBIT "A"**

## EXHIBIT "A"

The Planning Commission recommended following changes and modifications to the General Plan for City Council consideration:

**NOTE:** The text changes are shown as "*italics*" and the original text is shown as "~~strikeout~~".

Item One: Add new Policy #24 on Page 16:

24. The City shall promote the design of new development that is conducive to use of alternative transportation mode and that will be pedestrian oriented, i.e.; walkways, pathways, bike paths and open areas that foster interaction of people.

Item Two: Change wording on D. Goals (3) on Page 38:

- D (3) To ~~provide~~ *promote* adequate and affordable housing in the City by locations, type, price and tenure, especially for those of low and moderate income and special needs households.

Item Three: Second sentence in the second paragraph of Page 64 revised to read as follows ( at the request of the Dixon Unified School District):

..... Outside of the Mello-Roos district, the School District collects a one-time school impact fee of ~~\$2.65~~ \$1.65 per square foot on new residential construction.....

Item Four: Consider alternative wording for Policy 2, Page 65:

Current Wording In General Plan:

The City shall ensure that the financial burden of new public facilities upon existing residents of Dixon shall be minimized. New development shall pay its fair share of the cost of all required public facilities and services by means of adequate mitigation fees. An equitable basis for allocating cost between new development and existing areas will be defined where capital improvements raise the quality of existing service, or remedies an existing problem in service provision. However, the premature upgrading and replacement of all types of facilities and equipment caused by new growth will be the responsibility of the new development.

Possible alternative wording suggested from Davis General Plan:

- Capital improvements, or portions thereof, that enhance the level of service for existing residents are to be financed by existing development.
- Capital improvements, or portions thereof, that extend service to new users are to be financed by new development.
- Costs shall be allocated in proportion to burden incurred or benefit received, based on service demand generated by different land uses and pro-rata cost of serving each geographic area.

Comments: The alternative wording is being provided for City Council evaluation, Planning Commission did not make a specific recommendation on this proposed modification. The staff does not recommend changing the wording on the policy.

Item Five: Change wording on Schools Policy 33, Page 68:

33. ~~The City will assist the Dixon Unified School District to~~ shall require proponents of new development projects to contribute to the acquisition of sufficient land to enable the construction.....

Item Six: Change wording on Schools Policy 34, Page 68:

34. ~~The Dixon Unified School District shall, in a timely manner, provide certification that any proposed development project has complied with all the major requirements imposed by the District before the City's consideration of any such development proposal.~~

34. *Prior to considering or approving any development project, the City shall require a developer to obtain a certification from Dixon Unified School District that all major requirements imposed by the District to assure residents of the subdivision that adequate school facility requirements have been met.*

Item Seven: Change wording on School Implementation N, Page 71:

N. At the request of the Dixon Unified School District, the City ~~should~~ shall require developers of new residential subdivisions to

provide land, or pay a comprehensive fee in lieu of dedication, for the acquisition of land for the development of those education facilities which will be needed to accommodate students from such development.

## RELATIONSHIP BETWEEN THE DIXON GENERAL PLAN AND THE ENVIRONMENTAL ASSESSMENT

Based on Section 15166 of the CEQA Guidelines, the City of Dixon prepared the Environmental Assessment as an integral part of the Dixon General Plan Update Program with the understanding that this document would serve the function of a formal Environmental Impact Report (see Environmental Assessment, page 1):

CEQA Guidelines, Section 15166:

- (a) *The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan, or element document, as the EIR and no separate EIR will be required if:*
  - (1) *The general plan addresses all points required to be in an EIR by Article 9 of these Guidelines (e.g. see Sections 15122-15132), and,*
  - (2) *The document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required.*
- (b) *Where an EIR rather than a Negative Declaration has been prepared for a general plan, element or amendment thereto, the EIR shall be forwarded to the State Clearinghouse for review. The requirement shall apply regardless of whether the EIR is prepared as a separate document or as a part of the general plan or element document.*

As noted in the Introduction, although the Environmental Assessment has not been formally labeled an "Environmental Impact Report", it has been prepared according to the CEQA Guidelines to meet the standards established by CEQA for EIRs.

The Environmental Assessment was forwarded, along with the Hearing Draft Dixon General Plan, to the State Clearinghouse on August 2, 1993.

During the 45-day public review period, two public hearings on the Environmental Assessment and the Hearing Draft General Plan were held on August 31, and October 6, 1993.

All comments received on the Environmental Assessment were addressed in a Responses to Comments document which was published on October 28, 1993.

The Dixon City Council and Planning Commission reviewed the Environmental Assessment (including the Responses to Comments document). The Planning Commission voted to recommend certification of the Environmental Assessment on December 8, 1993, and the City Council certified it as adequate and complete on December 14, 1993.

The Environmental Assessment provided the public and local decisionmakers with "program-level" information on the adverse environmental impacts which may be associated with adoption of the Dixon General Plan, identified the measures incorporated within the General Plan which can be expected to mitigate some of these adverse environmental impacts, and discussed the environmental effects which might be anticipated with several alternatives to General Plan adoption. The General Plan impacts that would remain significant with all identified mitigation measures implemented were identified as unmitigable and unavoidable significant impacts for which findings of overriding significance were defined and adopted.

To: Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

From: City of Dixon

600 East A Street, Dixon, CA 95620  
Ph: (916) 678-7000

X County Clerk  
County of SOLANO

Filed in the Office of the County Clerk  
Solano County, State of California.

this day of: DEC 15 1993

VIRGINIA RYAN, County Clerk  
By Virginia Ryan

Deputy



Filing of Notice of Determination in compliance with Section 21108 or 21162 of the Public Resources Code.

City of Dixon Updated General Plan and Environmental Assessment

Project Title

#93081066 James Louie, Community Development Director (916) 678-7000

State Clearinghouse Number  
(If submitted to Clearinghouse)

Lead Agency  
Contact Person

Area Code/Telephone/Extension

City of Dixon, Solano County, California

Project Location (include county)

Project Description:

Dixon General Plan Update program to revise and update the 1987 General Plan.

This is to advise that the City of Dixon has approved the above described project on December 14, 1993 and has made the following determinations regarding the above described project.

(Date)

1. The project  will  will not have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not made a condition of the approval of the project.
4. A statement of Overriding Considerations  was  was not adopted for this project.
5. Findings  were  were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at Dixon City Hall, 600 East A Street, Dixon, CA 95620

James Louie

December 14, 1993 Community Development Director

Signature (Public Agency)

James Louie

Date

Title

Date received for filing at OPR:



STATE OF CALIFORNIA-THE RESOURCES AGENCY  
DEPARTMENT OF FISH AND GAME  
ENVIRONMENTAL FILING FEE CASH RECEIPT  
DFG 753.5a (6-91)

22458

Lead Agency: City of Dixon

Date: 12-15-93

County/State Agency of Filing: Solano County

Document No.: 188-93

Project Title: City of Dixon Updated General Plan+Envir. Assessment

Project Applicant Name: City of Dixon

Phone Number: (916)678-7000

Project Applicant Address: 600 EAST A. ST. DIXON, CA 95620

Project Applicant (check appropriate box): Local Public Agency  School District  Other Special District   
State Agency  Private Entity

CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report	\$850.00	\$ <u>850.00</u>
<input type="checkbox"/> Negative Declaration	\$1,250.00	\$ _____
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	\$850.00	\$ _____
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs	\$850.00	\$ _____
<input checked="" type="checkbox"/> County Administrative Fee	\$25.00	\$ <u>25.00</u>
<input type="checkbox"/> Project that is exempt from fees		

TOTAL RECEIVED \$ 875.00

Signature and title of person receiving payment: Candy Cross

FIRST COPY-PROJECT APPLICANT

SECOND COPY-DFG/FASB

THIRD COPY-LEAD AGENCY

FOURTH COPY-COUNTY/STATE AGENCY OF FILING

CITY OF DIXON DIVISIONS

ENVIRONMENTAL

GENERAL PLAN NOTICE FILING

RECEIVED

DEC 15 1993

TAX COLLECTOR/COUNTY CLERK  
SOLANO COUNTY

**JOINT CITY COUNCIL/PLANNING COMMISSION  
GENERAL PLAN UPDATE MEETING : . . .  
DECEMBER 8, 1993**

Unadopted  
Subject to Revision

A joint meeting of the City Council and Planning Commission was held on Wednesday, December 8, 1993 at 7:30 p.m. in the Council Chambers.

**Council Present:** Brians, Mistler, Ferrero, Butterfield, Cross  
**Commissioners Present:** Irwin, Hoffmann, Fleege, Rott, Stroud  
**Absent:** McCluskey  
**Staff Present:** City Manager Harris, Community Development Director  
Louie, Assistant Planner Huston

The audience joined the council and commission in the Pledge of Allegiance.

**CORRESPONDENCE**

The following correspondence was distributed to Council and Commissioners before the meeting:

- Exhibit A Letter from J. Gerry Laird, District Superintendent, Dixon Unified School District
- Exhibit B Letter from Robert C. Gill
- Exhibit C Letter from Harold Wiegand
- Exhibit D Letter from Ron Parr, Camray Development

**OPENING COMMENTS**

Mayor Brians gave opening remarks summarizing the background of the General Plan Update process thus far and thanked the participants in the update process.

Planning Commission Chair Irwin followed by restating the purpose of the General Plan and the original goals.

CDD Louie commented on the General Plan process timeframe, public participation, number of meetings and analysis conducted. He answered Councilmember Butterfield's questions regarding decision making on the General Plan versus the North First Street Assessment District unit allocations.

**PUBLIC COMMENT**

The public hearing was opened separately for City Council and Planning Commission.

Ron Parr, Camray Development, addressed the joint body and read the correspondence he had distributed to Council and Commission before the meeting, expressing displeasure with changes made to the General Plan.

Councilmember Butterfield responded that Councilmembers and Planning Commissioners have worked diligently to preserve community values in the plan being developed. She also noted Camray Development Company's vested interest in the ultimate General Plan decisions.

**JOINT CITY COUNCIL/PLANNING COMMISSION  
GENERAL PLAN UPDATE MEETING  
DECEMBER 8, 1993**

Nick Cammerota, representing the auction property, asked about the timeframe for the process of annexation of the Northeast Quadrant. CDD Louie responded and stated the it would be a minimum of nine months.

Chris Johnson, 240 Grove Court, addressed Council and Commission and suggested using language defining new growth (residential environmental section of the General Plan) and presented definition used in City of Davis. He also complimented both bodies on downtown revitalization. He also noted the format of the meetings are frustrating to some citizens because it doesn't encourage free flow of information.

Phillip Simmons, 8707 Robbins Road, spoke in opposition to the proposed General Plan and highway interchange development. He spoke in support of agriculture and downtown development.

Jill Simmons, 8707 Robbins Road, addressed the Council and Commissioners and commented on the General Plan process. She also expressed concern that highway commercial development would encourage crime.

Ramona Garcia Alford, representing Mercedes Garcia, property owner of 450 South Lincoln. She asked that property be included in General Plan as property is adjacent to City property.

Rob Salaber, Pheasant Run resident and President of West A Street Homeowners Association, questioned if the "medium density low" zoning in the new developments conflicted with text of proposed General Plan. He also questioned the breakdown of costs for improvements between new residents and existing residents.

Lawrence Lombardo, owner of property at Pedrick Road and East A Street, expressed his opinion that the proposed General Plan should be voted on by the people.

Gary Archer, 25 year Dixon Resident, commented that higher population will benefit downtown rejuvenation. He expressed his opinion that the Southwest plan addresses the quality of Dixon in the best manner.

Mayor Brians continued the City Council public hearing until December 14, 1993 meeting and turned the meeting over to Commission Chair Paul Irwin.

The Planning Commission public hearing was closed.

Commissioner Irwin asked Commissioners for comments.

CDD Louie stated the reason for joint meeting and that the Planning Commission was to arrive at a recommendation for the City Council's next meeting and that the City Council would continue to receive new testimony at their December 14th meeting.

Commissioners discussed suggestions for recommendations from Stan Bair, and recommendations from the school district. They discussed the cost of public facilities and school facilities, as well as appropriate wording for the affordable housing recommendation. They also commented on accepting the direction of growth.

Commissioners questioned Staff regarding properties in the William's Act.

Commissioner Hoffmann suggested copying policy on walkways and bike paths in Community Design section.

**JOINT CITY COUNCIL/PLANNING COMMISSION  
GENERAL PLAN UPDATE MEETING  
DECEMBER 8, 1993**

Commissioner Irwin reviewed specific text changes recommended.

A motion was made by Commissioner Rott and seconded by Commissioner Fleege for conditional approval to certify the Environmental Assessment and recommend approval with the recommended modifications (Exhibit E) to the City Council for their continued public hearings.

**ADJOURNMENT** - The meeting was adjourned at 9:10 p.m.

**CITY OF DIXON, CALIFORNIA  
CITY COUNCIL MINUTES  
DECEMBER 14, 1993**

**Unadopted - Subject to Revision**

A regular meeting of the Dixon City Council was convened at 7:35 p.m. in the Council Chambers on Tuesday, December 14, 1993. Councilmembers Cross, Butterfield, Ferrero, Mistler and Mayor Brians were present.

The audience joined the Mayor and Council in the Pledge of Allegiance.

**CONSENT CALENDAR**

It was moved by Cross, seconded by Butterfield, that the Consent Calendar be approved as follows:

- a. November 23, 1993 Minutes.
- b. Resolution No. 93-121 Approving Enumeration of Claims.
- c. Adoption of Ordinance No. 9305 Amending Chapter 14 of Article I of the Dixon City Code re: Adjusting due date for business fees so they are due semi-annually.
- d. Resolution No. 93-122 Giving Notice of Municipal Election, April 12, 1994.

AYES:      Cross, Butterfield, Ferrero, Mistler, Brians  
NOES:      None

MCU.

**CONTINUED PUBLIC HEARING RE: GENERAL PLAN UPDATE**

Community Development Director reported that at the conclusion of the December 8, 1993, Planning Commission public hearing, the Commission recommended that the City Council certify the environmental assessment as being completed in compliance with CEQA and approve the General Plan with certain changes as recommended by the Planning Commission. Community Development Director reviewed the Planning Commission's recommendations.

Councilman Mistler excused himself from the discussion and vote due to a possible conflict of interest.

Mayor opened the public hearing.

Jim Redman, speaking on behalf of the Chamber of Commerce Board of Directors, thanked the community for the work done on the General Plan update over the last 2-1/2 years and commented on the Housing and Economic Development Elements.

Barry Schultz spoke regarding Chamber of Commerce Economic Development Committee's recommendation for proposed changes to Economic Development element as outlined in their December 13, 1993 letter. Community Development Director addressed the language of each of the changes. Council discussed and generally concurred with most of the changes.

In order to allow adequate time to discuss the General Plan update, it was Council consensus to keep the public hearing open but take up the next agenda item and then return to the General Plan discussion.

**CITY OF DIXON, CALIFORNIA  
CITY COUNCIL MINUTES  
DECEMBER 14, 1993**

**SUBSTANCE ABUSE TASK FORCE**

Police Chief Rick Fuller reported on youth crimes and gangs in Dixon, including a history and scope of the crimes and strategies implemented in the community to deal with these kinds of problems. The Chief spoke regarding the Substance Abuse Task Force which was formed approximately 10 years ago to focus on issues such as gang awareness, alcohol, child abuse and youth crime. The task force is made up of members of various community agencies.

City Manager commented on the City's graffiti abatement efforts, including making vouchers available to businesses for paint to eradicate graffiti, driver's license suspension, and limiting park hours.

The Task Force members who were present introduced themselves, and Councilmembers commended them for their efforts.

**CONTINUED PUBLIC HEARING RE: GENERAL PLAN UPDATE**

Chris Johnson, 240 Grove Ct., commented that "pay its own way" needs to be defined in more specific terms and asked for interpretation of fair method of determining allocation of costs.

Ken Mistler, 645 West H St., commented that most of the public put their trust in Council to determine the direction of growth and that the General Plan is not a specific document.

William MacLaughlin, developer, submitted for the record his September 15, 1993, letter of support for moving forward with the North First Street Assessment District. Mayor advised that a continued public hearing is scheduled for the January 11, 1994 Council meeting.

Ron Parr of Camray commented that he felt the General Plan has not had the necessary study by CEQA and is not supported by a legally required EIR.

Community Development Director stated that all the necessary findings, documentation and review process for the General Plan are in full compliance with CEQA.

No one else requested an opportunity to comment.

Mayor closed the public hearing.

Council discussed various language changes to the Final Draft General Plan and those changes and modifications approved by Council consensus will be incorporated into the adopted General Plan.

Following Council comments, it was moved by Cross, seconded by Butterfield, that Resolution No. 93-123, Certifying the Environmental Assessment as being in compliance with CEQA and Adopting the Dixon General Plan, be adopted.

AYES: Cross, Butterfield, Ferrero, Brians  
NOES: None  
ABSTAIN: Mistler

**CITY OF DIXON, CALIFORNIA  
CITY COUNCIL MINUTES  
DECEMBER 14, 1993**

**PARKING ENFORCEMENT**

City Attorney reported that AB408, which amended the California Vehicle Code, now makes parking violations subject to civil penalty, requires cities to establish parking fines and procedures for collection of fines and for review of contested parking violations.

It was moved by Mistler, seconded by Ferrero, that **Resolution No. 93-124, establishing Process for the Administrative Review of Contested Parking Violation Matters**, be adopted. MCU.

It was moved by Ferrero, seconded by Butterfield, that **Resolution No. 93-125, Establishing Minimum Qualifications for Hearing Examiner**, be adopted. MCU.

It was moved by Mistler, seconded by Butterfield, that **Resolution NO. 93-126. Establishing Parking Penalties**, be adopted. MCU.

**APPOINTMENT**

It was moved by Cross, seconded by Ferrero, to approve the Mayor's recommendation to reappoint Joe Anderson as representative to the Solano County Mosquito Abatement District. MCU.

**ITEMS FROM COUNCIL**

**Councilman Mistler**

Asked if City had a policy regarding using in-town towing companies. City Attorney advised that the Police Department has a policy in place requiring a towing company to have a storage area in the city limits regardless of where the business headquarters is located.

**Councilman Ferrero**

Reported on a recent Town Hall meeting held in Davis by Congressman Fazio regarding crime.

Received complaints that people are leaving newspapers outside the bins at the recycling center because the bins are full. Staff will contact Dixon Sanitary.

**Councilman Cross**

Commented on the recent promotion of Sutter Davis Hospital Administrator Pat Fry. It was the consensus of Council to write a letter expressing appreciation for his efforts in locating the Urgent Care Center in Dixon.

**Mayor Brians**

Received letter of resignation from Planning Commissioner Stan Bair who was recently elected to the School Board and asked that a notice be published in the paper for interested residents to apply.

Reported on preliminary meeting Councilman Cross and he had with Chamber and Downtown Merchants Association regarding downtown revitalization.

**CITY OF DIXON, CALIFORNIA  
CITY COUNCIL MINUTES  
DECEMBER 14, 1993**

Received letter from Mayor of Hermann, Missouri, expressing thanks for Dixon's contribution to help their flood relief efforts.

Commented that property owners have responded positively to a joint letter sent recently from the Mayor, City Manager and Police Chief regarding security problems at the Walnut Ranch Apartment complex.

**WRITTEN COMMUNICATIONS**

City Manager commented that there is still much work ahead regarding the General Plan such as specific plans, housing element, annexations, etc.

Commented that City staff has responded to a letter from MTC addressing their concerns regarding Readi-Ride transit operations. The transit service will be discussed at the January 25th Council meeting. Councilman Mistler asked for clarification of percent of fare box Readi-Ride needs to take in. Community Development Director advised that in order to use TDA money for transit Dixon must have a minimum fare box recovery of 10% and that our current fare box recovery is around 11% to 12%.

Commented briefly regarding the uncertain future of some City revenue sources and advised that employee furloughs will probably need to be continued through the balance of the fiscal year.

**ADJOURN**

The meeting was adjourned at 10:45 p.m.

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**APPENDIX B**

**LISTING OF HISTORIC STRUCTURES**

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**APPENDIX B**  
**LISTING OF HISTORIC STRUCTURES**  
Dixon General Plan Program

The following residential structures were identified in a listing of buildings, structures and design elements with architectural and/or historical significance prepared as part of the Northeast Solano County Historic Resource Inventory in May 1980:

<u>Address</u>	<u>Construction Date</u>	<u>Address</u>	<u>Construction Date</u>
209 East A Street	1934	240 East C Street	1900
219 East A Street		260 East C Street	1900
229/231 East A Street		290 East C Street	1900
232 East A Street	1900	390 East C Street	1912
239 East A Street	1910	350 West C Street	1926
259 East A Street	1894	301 East D Street	1895
264 East A Street	1895	270 West D Street	
282 East A Street		290 West E Street	1925
284 East A Street		290 West F Street	1910
309 East A Street	1923	360 North First Street	1873
328 East A Street	1910	121 South First Street	1939
329 East A Street	1890	131 South First Street	1939
348 East A Street	1910	141 South First Street	
358 East A Street	1925	221 South First Street	1890
359 East A Street		230 South First Street	1900
370 East A Street	1920	240 South First Street	1918
400 East A Street	1890	241 South First Street	1913
420 East A Street	1920	250 South First Street	1880
460 East A Street	1924	261 South First Street	1900
470 East A Street	1910	271 South First Street	1890
210 West A Street	1910	310 South First Street	1910
193 East B Street	1918	311 South First Street	1900
200 East B Street	1930	320 South First Street	1913
220 East B Street	1927	330 South First Street	1937
253 East B Street	1900	331/333 South First Street	1890
290 East B Street	1929	340 South First Street	1890
290 East B Street	1870s	361/363 South First Street	1906
309 East B Street	1915	391 South First Street	1916
390 East B Street		400 South First Street	1900
365 East B Street	1921	420 South First Street	1900
390 West B Street	1915	431 South First Street	1920
170 East C Street	1930s	461 South First Street	1910
180 East C Street	1928	481 South First Street	1926
190 East C Street	1910	411 South First Street	1922
200 East C Street	1900	430 South First Street	1920
209 East C Street	1917	440 South First Street	1920
220 East C Street	1900	450 South First Street	1900

## APPENDIX B: LISTING OF HISTORIC STRUCTURES

<u>Address</u>	<u>Construction Date</u>	<u>Address</u>	<u>Construction Date</u>
510 South First Street	1910	209 North Adams Street	1900
350 North Second Street	1910	219 North Adams Street	1910
378 North Second Street	1900	249 North Adams Street	1910
150 South Second Street	1917	419 North Jackson Street	1890
170 South Second Street		429 North Jackson Street	1910
170 South Second Street	1890	160 South Jackson Street	1890
171 South Second Street	1915	210 South Jackson Street	1900
210 South Second Street		220 South Jackson Street	1914
230 South Second Street		230 South Jackson Street	1914
241 South Second Street	1915	231 South Jackson Street	
251 South Second Street	1915	240 South Jackson Street	1916
261 South Second Street	1915	250 South Jackson Street	1895
340 South Second Street		321 South Jackson Street	1910
370 South Second Street		330 South Jackson Street	1930s
380 South Second Street	1890	331 South Jackson Street	1910
140 South Third Street		341 South Jackson Street	1890
170 South Third Street	1916	350 South Jackson Street	1925
171 South Third Street	1916	160 East Walnut Street	1925
250 South Third Street	1916	180 East Walnut Street	1928
270 South Third Street	1890	170 West Walnut Street	1925
280 South Third Street	1890	181 West Walnut Street	1920s
155 North Fourth Street	1938	190 West Walnut Street	1925
160 North Third Street	1919	191 West Walnut Street	1915
209 North Fourth Street	1939	240 West Walnut Street	1890
219 North Fourth Street	1935	330 West Walnut Street	1900
141 South Forth Street	1900	341 West Walnut Street	
151 South Fifth Street	1915	350 West Walnut Street	1890
195 North Jefferson Street	1890	351 West Walnut Street	1925
239 North Jefferson Street	1890s	361 West Walnut Street	1925
300 North Jefferson Street	1890	371 West Walnut Street	1925
340 North Jefferson Street	1915	379 North Jefferson Street	1900
400 North Jefferson Street	1885	380 North Jefferson Street	1890
409 North Jefferson Street	1910	350 South Jefferson Street	1880s
440 North Jefferson Street	1900	481 South Jefferson Street	1930s
429 North Jefferson Street	1910	497 West Jefferson Street	1915
439 North Jefferson Street	1930	119 North Adams Street	
479 North Jefferson Street	1880	149 North Adams Street	1915
460 North Jefferson Street		129 North Adams Street	1900
480 North Jefferson Street	1905	381 West Walnut Street	1925
360 North Jefferson Street	1890	390 West Walnut Street	1900
161 East Chestnut Street	1933	365 East Mayes Street	1927
150 East Mayes Street		370 East Mayes Street	1931
210 East Mayes Street	1890	170 West Broadway Street	1913
221 East Mayes Street	1920	171 West Broadway Street	1935
230 East Mayes Street	1910	190 West Broadway Street	1915

## APPENDIX B: LISTING OF HISTORIC STRUCTURES

<u>Address</u>	Construction <u>Date</u>	<u>Address</u>	Construction <u>Date</u>
231 East Mayes Street	1916	191 West Broadway Street	1910
260 East Mayes Street	1916	311 West Broadway Street	1890
270 East Mayes Street	1930	249/253 East Broadway Street	

In addition, the following non-residential structures were also identified in the listing of buildings, structures and design elements with architectural and/or historical significance prepared as part of the Northeast Solano County Historic Resource Inventory in May 1980:

<u>Address</u>	Construction <u>Date</u>	<u>Structure</u>
135 East B Street	1912	Dixon Public Library
First Street	1884	Montezuma Lodge #172
120 North First Street		Store Building
140 First Street		Dixon Theater
165 North First Street	1884	Silveyville Lodge R. & A.M. #201
105 South Second Street	1915	Catholic Church

## APPENDIX B: LISTING OF HISTORIC STRUCTURES

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## **APPENDIX C**

### **TEXT OF MEASURE "B"**

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**APPENDIX C**  
**TEXT OF MEASURE "B"**  
**(Approved by Voters, April 8, 1986)**

The proposed city ordinance reads as follows:

The people in the City of Dixon, County of Solano, do ordain as follows:

**AUTHORIZATION TO THE DIXON CITY COUNCIL:**

The people in the City of Dixon, County of Solano, hereby authorize the Dixon City Council to limit annual residential growth in the City of Dixon to a number of new dwelling units equal to 3% or less of the total number of housing units existing on December 31st of each prior calendar year, said limitation to begin in the year of adoption of this measure. (3% in 1986 would equal 100 units.)

Furthermore, said unit limit is intended to be designated within the limits of the City's General Plan Goals, Objectives and Policies, in order to arrive at an approximate mix of 80% single family housing units (including single family attached duplex units) to 20 % multiple dwelling units. The annual limit is subject to exceptions set forth in Section B.4, below, of PURPOSES AND FINDING, and an exclusion for Planned Developments and any Unit thereof, that received final City approval prior to the date of enactment of this measure, as set forth in Section B.5, below.

**PURPOSES AND FINDINGS:**

The people in the City of Dixon, County of Solano, hereby find as follows:

**A. PURPOSE.**

It is the purpose of this measure to augment the policies of this City as stated in its General Plan and Ordinances, regarding the regulation of residential development. To accomplish this purpose, the City needs to control its annual proposed residential development to achieve a balanced housing mix. It is the intent of the people of the City of Dixon to realize a steady, controlled rate of balanced residential annual growth. This controlled growth is to assure that the services provided by the City and other service agencies will be adequate in the foreseeable future. Services should be provided in such a way as to avoid overextension or scarcity of resources of existing facilities, to bring deficient services or facilities up to full operating standards, and utilize long range planning techniques to minimize the cost of the expansion of facilities to the public.

**B. FINDINGS.**

The people of the City of Dixon hereby find and declare as follows:

1. Regional Need for Housing. Dixon's share of the Housing Needs Determination of the San Francisco Bay Region, adopted by ABAG for the years 1980-1990 is stated therein as 866 units. The annual dwelling unit limit proposed by this measure exceeds this City's fair share as set forth in the ABAG's Regional Housing Needs Determination.

2. Housing Programs and Activities. (a) The City has formed a Redevelopment Agency, of which housing is an important component. The City plans to rehabilitate deteriorating housing, provide for senior citizen housing and affordable housing in central Dixon. (b) The City has authorized self-help housing development of affordable housing. (c) The City has approved Watson Ranch PUD, which contains buildable site inventories for approximately 60 housing units. (d) The City has also approved a somewhat controversial development called Chardonnay PUD, which provides for 352 multiple housing units scheduled to be built over the next 3 years. (e) In addition, the City has approved Pitt School Village Planned Development.

3. Benefits to Public Health and Welfare. Dixon, now in the process of revising its General Plan, is faced with proposals for the annexation of land for residential development, which could add substantially to the population of the City of Dixon in the near future, if such were approved. But, at this time, Dixon is faced with drainage and flooding, traffic, school overcrowding and other services problems. Because City-used facilities for drainage, traffic and schools are already at or near capacity, our City may not have enough facilities and available resources to now provide for already approved development to be built, let alone areas proposed to be annexed.

Lack of downstream drainage capacity severely limits the current development potential of Dixon. Drainage improvements will be needed that involve substantial expenditures of public funds, time and resources, and planning and coordination with other agencies already severely restricted in their ability to commit their already burdened resources.

Total effects of proposed annexations on traffic generated will have severe impacts on existing downtown traffic congestion, not to mention air quality and noise levels.

Schools are presently at or over capacity and will be further impacted by new development.

In addition, irreversible environmental changes would include loss of agricultural land with Class 1 prime soils, in the City's immediate area, with no mitigation. Dixon is primarily an agricultural community. For all of the above stated reasons, Dixon must regulate its rate of growth and housing mix so that it can conserve its existing resources and facilities and adequately plan for additional growth at a rate that it can, hopefully, accommodate. The people of Dixon find that the annual rate of growth stated herein for development yet to be approved, with the exceptions and exclusions elsewhere set forth is, thus, necessary to promote the public health, safety and welfare of Dixon by the adoption of this measure.

4. Housing Mix and New Construction. A concern of the people of Dixon that relates to the number of dwelling units allowed to be built each year is housing and swelling unit mix. Recently, the City Council approved a large multiple unit dwelling complex that will alter the housing mix of the City of Dixon by some 352 units, and increase its multiple dwelling inventory by almost 50%. To adequately address community housing goals, consistent with the General Plan Housing Objectives, and in consideration of the provisions contained in this measure, the people of Dixon find that residential housing projects should be evaluated for their conformity with Dixon's housing mix goal of an approximate mix of 80% single family housing units (including single family attached duplex units) to 20% multiple dwelling units.

In cases where the number of new units to be built is any one year (being a number equal to 3% of the dwelling units existing in the City during the previous year) is found by the Council to be insufficient for a particular residential development project, when considered with other proposed units to be built during any one year, an exception may be made for a larger number of units in any one year, provided that (a) such exceptions do not occur more than two years in a row, and provided (b) in no case will the total number of units approved exceed the average of 3% per year over each consecutive five year period, and (c) that exceptions will be made only for the below-listed categories and criteria, as follows:

(i) Public Services. Where the cost of public services, utilities, infrastructure or school construction borne by a particular residential project and required by the City, are found by the Council, on the evidence presented to it, to prevent such project from being economically feasible, considering the number of dwelling units allowed to be built together with such public services, etcetera, an exception may be granted by the Council;

(ii) Regional/Community Housing Needs. Where, on the evidence presented, the Council finds it necessary to increase the number of residential units to be built in any one year above said 3% to meet regional/community housing needs, an exception may be made by the Council.

5. Approved Planned Development Redevelopment Exclusion. The people of the City of Dixon find that the provisions of this measure, including the limitation on the number of dwelling units to be constructed in one year, as above stated, and the mix of 80% single family to 20% multiple unit construction guideline above stated, shall not apply to the following: (a) Any Planned Development or Unit thereof, that received final approval by the City Council prior to the effective date of the enactment of this measure. (b) Housing projects in the Central Dixon Redevelopment Area.

6. Fiscal and Environmental Resources. The findings contained in Section B.3. of this measure are incorporated herein by reference, as fully as if set forth in detail. Fiscal and environmental resources of Dixon are limited, particularly after the passage of Proposition 13, and considering that the City cooperates with other agencies whose resources are also limited, for the provision of facilities and services, such as drainage, fire protection, water and school districts. Of course, the resource of prime agricultural land is irreplaceable. The people of Dixon desire that new development pay its own way; however, as stated above, generation of tax income for rapidly built residential units seldom keeps pace with the cost of providing services, and particularly where such services and facilities are already impacted.

7. Duration of this Measure. This measure and the provisions herein contained are intended to be included in appropriate elements of the 1985-1986 General Plan revision of the City of Dixon. This measure is to be in effect until the year 1996 when it will again be placed on the ballot at the regular City Council election for reconsideration by the voters; provided, however, that the City Council shall comply with the requirement of Government Code Section 65588.

## APPENDIX C: TEXT OF MEASURE "B"

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## **APPENDIX D**

**PROJECTED NUMBER OF HOUSING UNITS IN DIXON  
BASED ON A 3 PERCENT GROWTH RATE, 1996-2030**

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## APPENDIX D

### PROJECTED NUMBER OF HOUSING UNITS IN DIXON BASED ON A 3 PERCENT GROWTH RATE, 1996-2030

YEAR	BASE UNITS	NEW UNITS	CUMULATIVE FROM 1995
1996	4479	134	134
1997	4613	138	272
1998	4752	143	415
1999	4894	147	562
2000	5041	151	713
<b>BY 2000</b>			<b>713</b>
2001	5192	156	869
2002	5348	160	1029
2003	5509	165	1194
2004	5674	170	1365
2005	5844	175	1540
<b>BY 2005</b>			<b>1540</b>
2006	6019	181	1721
2007	6200	186	1907
2008	6386	192	2098
2009	6578	197	2296
2010	6775	203	2499
<b>BY 2010</b>			<b>2499</b>
2011	6978	209	2708
2012	7187	216	2924
2013	7403	222	3146
2014	7625	229	3375
2015	7854	236	3610
<b>BY 2015</b>			<b>3610</b>
2016	8090	243	3853
2017	8332	250	4103
2018	8582	257	4360
2019	8840	265	4626
2020	9105	273	4899
<b>BY 2020</b>			<b>4899</b>
2021	9378	281	5180
2022	9659	290	5470
2023	9949	298	5768
2024	10248	307	6076
2025	10555	317	6392
<b>BY 2025</b>			<b>6392</b>
2026	10872	326	6718
2027	11198	336	7054
2028	11534	346	7400
2029	11880	356	7757
2030	12236	367	8124
<b>BY 2030</b>			<b>8124</b>

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**APPENDIX E**

**EXISTING 24-HOUR TRAFFIC VOLUMES**

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**APPENDIX E**  
**EXISTING (1992) 24-HOUR TRAFFIC VOLUMES**

<u>Street Segment</u>	<u>Daily Traffic Volume</u>
Pedrick Road grade separation at I-80	6,560
Pedrick Road south of the I-80 interchange	2,980
Pedrick Road between Vaughn Road and Dixon Avenue East	1,780
Pedrick Road between Dixon Avenue East and Midway Road	1,330
Vaughn Road west of Pedrick Road	1,200
Vaughn Road east of North First Street	1,580
Industrial Way east of North First Street	2,410
Dixon Avenue East west of Pedrick Road	2,300
"A" Street east of First Street	3,760
Midway Road east of State Highway 113	1,880
North First Street grade separation at I-80	7,180
North First Street north of Vaughn Road	10,800
North First Street north of Industrial Way	13,330
North First Street between Industrial Way and Stratford Way	10,110
North First Street south of Stratford Way	12,300
North First Street south of "H" Street	13,660
North First Street north of "A" Street	10,170
South First Street south of "A" Street	7,980
South First Street (State Highway 113) south of Dixon City Limits	3,860
Regency Parkway west of North First Street	1,140
Stratford Avenue west of North First Street	5,900
North Adams Street between West "H" Street and North First Street	5,650
West "H" Street west of North Adams Street	4,480
North Adams Street north of West "A" Street	6,160
West "A" Street west of First Street	7,290
Porter Road between West "A" Street and South Almond Street	2,460
Porter Road east of Pitt School Road	2,820
Stratford Avenue east of Pitt School Road	8,640
West "H" Street east of Pitt School Road	2,240
West "A" Street east of Pitt School Road	7,500
Pitt School Road grade separation at I-80	5,950
Pitt School Road south of Stratford Avenue	9,860
Pitt School Road north of West "A" Street	3,740
Pitt School Road south of West "A" Street	1,460
Pitt School Road north of Midway Road	640
West "A" Street between Pitt School Road and Evans Road	5,420
West "A" Street between Evans Road and I-80	5,680
Midway Road between Batavia Road and Porter Road	2,810
Dixon Avenue West grade separation at I-80	5,680
Batavia Road south of I-80 eastbound ramps	640
Midway Road between Batavia Road and I-80	2,820
Midway Road grade separation at I-80	2,940

## APPENDIX E: EXISTING 24-HOUR TRAFFIC VOLUMES

<u>Street Segment</u>	<u>Daily Traffic Volume</u>
I-80/Pedrick Road interchange ramps	
Eastbound off-ramp to Pedrick Road	1,600
Eastbound on-ramp from Pedrick Road	1,250
Westbound on-ramp from Pedrick Road	2,100
Westbound off-ramp to Pedrick Road	1,750
I-80/State Highway 113 interchange ramps	
Eastbound off-ramp to State Highway 113	930
Eastbound on-ramp from NB State Highway 113	3,500
Westbound on-ramp from NB State Highway 113	320
Westbound off-ramp from NB State Highway 113	3,250
I-80/Pitt School Road interchange ramps	
Eastbound off-ramp to Pitt School Road	2,850
Eastbound on-ramp from Pitt School Road	2,950
Westbound on-ramp from Pitt School Road	2,300
Westbound off-ramp to Pitt School Road	2,100
I-80/Dixon Avenue West interchange ramps	
Eastbound off-ramp to Dixon Avenue	2,000
Eastbound on-ramp from Dixon Avenue	750
Westbound on-ramp from Dixon Avenue	2,300
Westbound off-ramp to Dixon Avenue	1,100
I-80/Midway Road interchange ramps	
Eastbound off-ramp to Midway Road	880
Eastbound on-ramp from Midway Road	950
Westbound on-ramp from Midway Road	820
Westbound off-ramp to Midway Road	810

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